Item No. 19
Town of Atherton

CITY COUNCIL STAFF REPORT – REGULAR AGENDA

TO: **HONORABLE MAYOR AND CITY COUNCIL**
GEORGE RODERICKS, CITY MANAGER

THROUGH: **ROBERT OVADIA, PUBLIC WORKS DIRECTOR**

FROM: **NADIA BOSAN, INTERWEST CONSULTING ENGINEER**

DATE: **MARCH 21, 2018**

SUBJECT: **PROVIDE FEEDBACK ON THE MIDDLEFIELD ROAD CLASS II BICYCLE LANES IMPROVEMENTS PROJECT NINETY-FIVE PERCENT PLANS**

RECOMMENDATION

Review and provide feedback on 95% plans (Attachment 1) for the Middlefield Road Class II Bicycle Lanes Improvements Project.

BACKGROUND

The Middlefield Road Class II Bicycle Lanes Improvements were identified and prioritized in the Town's Bicycle and Pedestrian Master Plan. In April 2015, City Council authorized staff to submit an application for Transportation Development Act (TDA) funds and adopted Resolution No. 15-03 committing matching funds for the referenced project. The TDA Grant Funding was approved by the City/County Association of Governments (C/CAG) of San Mateo County in the amount of $240,000 with an 11.47% match funding requirement from the Town for this project. In May 2017, C/CAG increased the amount awarded to $251,000.

In May 2017, Mark Thomas & Company (MTCo), a consultant engineering company was contracted by the Town, and began work on the concept design for class II bicycle lanes improvements along Middlefield Road. The project focuses on improving access for students, families, residents and visitors biking on Middlefield Road between San Mateo County and the City of Menlo Park. Specific improvements include widened bicycle lanes by improving shoulder conditions, restripe with-visibility green markings at conflict zones and increased signage/way findings.

On October 2, 2017 staff conducted a Community Outreach Public Meeting in the City Council Chambers. Most inquiries were directed towards (1) pedestrian safety at Oak Grove Avenue (2) east-west bike route between Ravenswood Avenue and Ringwood Avenue and (3) impacts to trees

and wall on east side of Middlefield Road along Lindenwood Neighborhood. A rendering was provided during the presentation to show no impact for the wall and trees along the Lindenwood Neighborhood.

Following the Public Meeting, resident questions were answered by email and phone. Adjacent agencies, Menlo-Atherton High School and Encinal Elementary School were briefed about the project and what was discussed at the meeting. From discussions with Menlo Park, it was determined that Menlo Park anticipates to redesign the intersections of Ravenswood Avenue and Ringwood Avenue within the next five years. In order to minimize conflicting work, staff directed MTCo to remove the proposed work between Ravenswood Avenue and Ringwood Avenue from the project.

On October 17, 2017 the same presentation as the public outreach meeting was given to the Bicycle and Pedestrian Advisory Committee (BPAC). Concerns cited at the public outreach meeting were discussed with the BPAC members and staff.

- It was determined that a "scramble" pedestrian phase, which allows pedestrians to cross in all directions while all vehicle approaches wait for the next phase, would not be appropriate for the signal at Middlefield Road and Oak Grove Avenue.
- It was recommended for the consultant to identify appropriate signage to alert vehicles of the south leg Class I bicycle crossing at Middlefield Road and Oak Grove Avenue.
- It was not recommended to add a bike crossing at the north leg of Ravenswood Avenue due to no previously conducted signal timing study to incorporate a pedestrian or bicycle crossing. Also, Menlo Park will be implementing a project in the near future that will redesign the intersection to more safely accommodate bicyclist.
- The BPAC recommended to accept the current concept and begin the next phase of the design plans.

On November 15, 2017, due to the reduced funding from the loss of the Special Parcel Tax, City Council directed staff to split the project into two segments, with priority being the safe route to schools segment between Marsh Rd. to Ravenswood and Jennings to Marsh Rd. In order to investigate alternate means of using the available funds, the design consultant prepared a cost estimate for a base bid and alternate bid for this project. As of December 11, 2017 the base bid, from Marsh Rd. to Ravenswood, was estimated to be $904,000 and the alternate bid, from Jennings to Marsh Rd., was $247,000. Since then, the 95% cost estimate has decreased to approximately $827,000 for the base bid and $192,000 for the alternate bid.

At the December 6, 2017 Special City Council Meeting, staff was directed to pursue the SMCTA grant due to the recent loss of the Special Parcel Tax funds. On February 1, 2018 the Middlefield Bicycle Lanes Project was recommended to the Transit Authority Board to award the grant amount of $733,000. There were 17 projects that submitted an application for the SMCTA Grant. The Middlefield Bicycle Lanes Project was ranked 4 out of the top 10 projects that received grant funding. Final action to award grant funds will be made on March 1, 2018.

The current total estimated project cost and funding sources are as follows:

Design	$175,000
Construction	$933,000
Construction Management	$200,000
Sub-Total	$1,308,000

Anticipated Funding Sources	
MTC Grant	$251,000
SMCTA Measure A Grant	$733,000
Local Match	$324,000 (13% match for construction phase)

On January 9, 2018, the 65% Plans, Specifications and Estimate (PS&E) was presented at the Transportation Committee Meeting with no additional comments. The 65% PS&E was to be presented at the January 23, 2017 Bicycle and Pedestrian Advisory Committee meeting, but there was no quorum. Both Menlo Fire and Atherton Police Department reviewed the 65% PS&E and had no comments.

At the February 21, 2018 Council meeting, staff presented the 65% completed plans to City Council for review and feedback. City Council questions and staff responses included:

- Why are some areas of the bike lanes five foot to seven foot wide? Staff response was that the minimum width is five foot and when possible there is an additional two foot buffer for the children riding to school. Only a little pavement widening would be required.
- Why there isn't a marked crosswalk across Middlefield Road and Fair Oaks / Palmer Ave as Council directed be installed at the 35% plan review level? Staff response was that the consultants missed that and will include it in the 95% plans.
- Can staff bring back the 95% plans to the March 21st Council meeting and provide each Councilmember with an 11x17 set of plans? Staff response – yes.
- Is there a right-turn vehicle turn lane on the southbound direction on Middlefield Rd and Oak Grove that conflicts with the bike lane? Staff response was there is no vehicle right lane.
- The existing signage that warns right turning vehicles to be aware of pedestrians and bicyclists on the eastbound Oak Grove Ave approach to Middlefield Road needs to be on all four approaches, not just the eastbound Oak Grove. Staff response was that they will discuss this with the design consultants.

On February 28, 2018 the 95% PS&E was provided by MTCo to the Town for review. On March 1, 2018 a second public outreach meeting was held in the City Council Chambers from 6-7 pm. Six residents attended the meeting, concerns were discussed and noted. Comments were compiled from the outreach meeting, city council members and Atherton Police Department. Town staff presented the 95% PS&E to the Transportation Committee meeting on March 13, 2018. Comments from the Transportation committee will be presented verbally to City Council.

A meeting was held on March 12, 2018 with Menlo Park to discuss cooperative work at the intersection of Ravenswood. It was decided that the left turn bike box will be installed for the northbound approach, new enhanced ladder crosswalks and southbound green bike lane within the Menlo Park Jurisdiction. Menlo Park will provide conditions to the Town, which will be incorporated into the project specifications. These conditions will include requirements from the contractor before work can commence such as encroachment permit and traffic control permit. These conditions will be presented at the April City Council meeting as well as a letter of cooperative agreement for the Town's design at this intersection as well as a potential design that Menlo Park would like to implement in the future.

ANALYSIS

Per the project schedule, MTCo will submit Final Bid Documents by April 16, 2018 and will be presented to City Council at the April 18, 2018 Meeting. The 95% plans will also be presented at the March 27, 2018 BPAC meeting for input.

City Council is recommended to review and approve the 95% plans and provide any comments to incorporate. The SMCTA grant of $733,000 has been awarded, along with the previously awarded OGAB 2 grant of $251,000 for construction of the project. Based on the proposed project schedule, staff will return to Council in early 2018 requesting authorization to advertise for public bids with construction expected in the summer of 2018. The completion of construction is projected for fall 2018.

POLICY FOCUS

The Middlefield Road Class II Bicycle Lanes Improvements Project was identified in the 2014 Bicycle and Pedestrian Master Plan as the number one Class II bike lane priority project and is in the proposed capital improvement program (CIP) FY 2017/18. The project is consistent with primary goal of advancing projects that promote increased bicycle and pedestrian safety and activity.

FISCAL IMPACT

The proposed professional services contract with MTCo is a time and materials agreement with a not-to-exceed fee of $175,000. This project will be funded by the 2017/18 CIP Middlefield Class II Bike Lane Improvement – Project #56079. The Town will be partially reimbursed by an OBAG 2 LSR grant in the construction phase of $251,000. The Town's share for this grant will require an 11.47% match. The Town will also be partially reimbursed by a SMCTA Measure A grant in the construction phase of $733,000. The Town's share for the Measure A grant will require a 10% match. The Town current satisfies both requirements with a local match of 13%.

PUBLIC NOTICE

Public notification was achieved by posting the agenda, with this agenda item being listed, at least 72 hours prior to the meeting in print and electronically. Information about the project is also

disseminated via the Town's electronic News Flash and Atherton Online. There are approximately 1,200 subscribers to the Town's electronic News Flash publications. Subscribers include residents as well as stakeholders – to include, but be not limited to, media outlets, school districts, Menlo Park Fire District, service provides (water, power, and sewer), and regional elected officials.

ATTACHMENTS

Attachment 1: 95% Plans
Attachment 2: SMCTA Measure A Project Recommendations
Attachment 3: Project Schedule

SHEET INDEX

SHEET NO	SHEET TITLE	DESCRIPTION
1	T-1	TITLE SHEET
2-3	X-1 TO X-2	TYPICAL SECTIONS
4	PC-1	SURVEY CONTROL
5-19	L-1 TO L-16	LAYOUT AND PAVEMENT DELINEATION
20	C-1	CONSTRUCTION DETAILS

LEGEND:

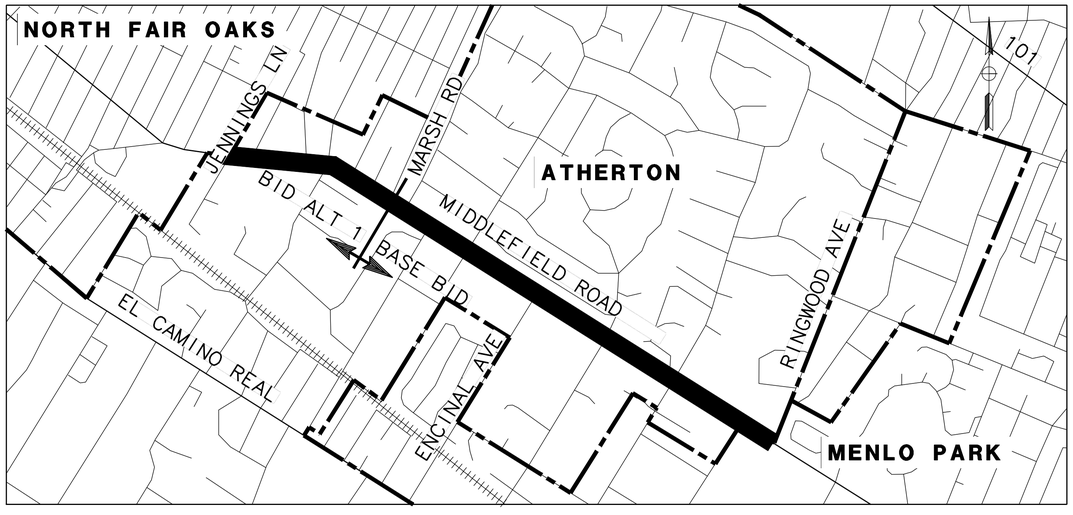
- TYPE IV ARROW
- TYPE I 10' ARROW
- BIKE LANE SYMBOL WITH PERSON AND BIKE LANE ARROW
- SHARED ROADWAY BICYCLE MARKING
- "PED XING" PAVEMENT MARKING
- "SLOW SCHOOL XING" PAVEMENT MARKING
- "KEEP CLEAR" PAVEMENT MARKING
- XX — TRAFFIC LINE DETAIL TYPE (PER PLAN)
- PAVEMENT MARKING (GREEN SKID RESISTANT THERMOPLASTIC)
- 12" WHITE STRIPE (UNLESS OTHERWISE NOTED)
- 24" WHITE STRIPE (UNLESS OTHERWISE NOTED)
- 12" WHITE STRIPE
- BIKE BOX SYMBOL
- GREEN SKID RESISTANT THERMOPLASTIC
- PAVEMENT WIDENING – (9" ASPHALT CONCRETE)
- SLURRY SEAL
- DETECTABLE WARNING SURFACE LOCATION OR DETECABLE WARNING SURFACE PAD LOCATION
- YIELD LINE "SHARK'S TEETH"
- FILL TOE LINE
- CUT DAYLIGHT LINE

ABBREVIATIONS:

REFER TO CALTRANS STANDARD DRAWINGS A3A, A3B, AND A3C FOR ABBREVIATIONS NOT SHOWN

TOWN OF ATHERTON

MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS



VICINITY MAP
NO SCALE

95% SUBMITTAL
2/28/2018

REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

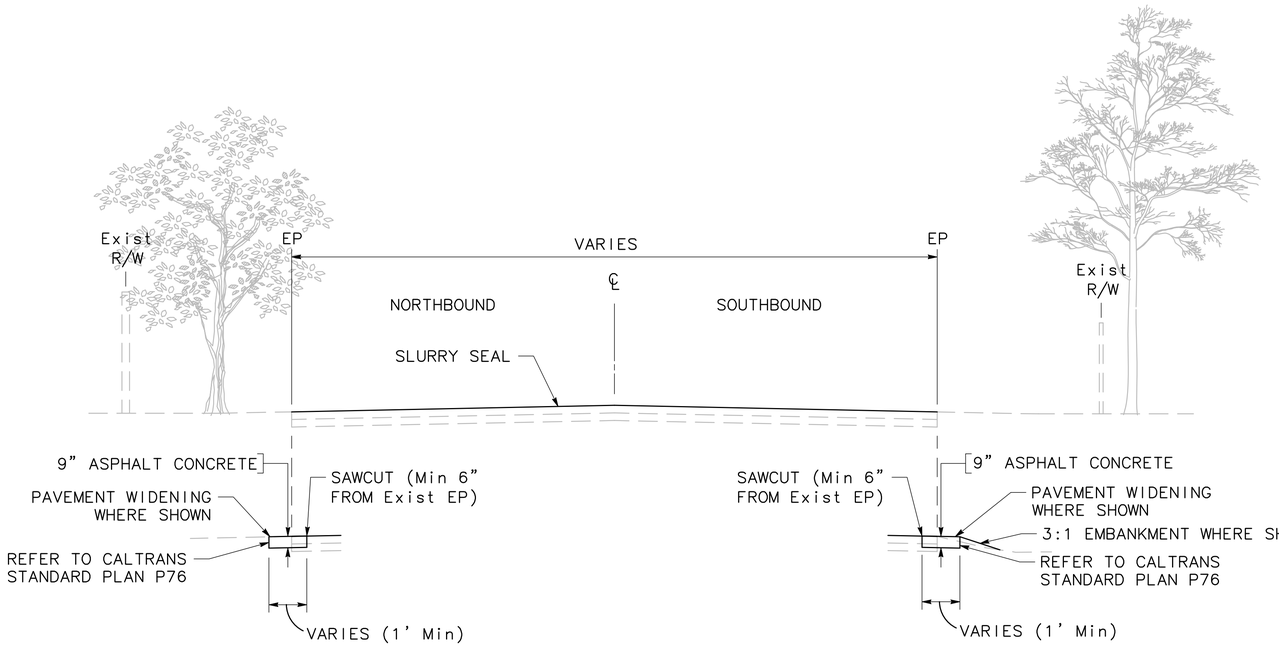
MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

T-1

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
TIME PLOTTED => 15:22 FILE => Mid_T-1.dwg

NOTE:

FOR AREAS OF PAVEMENT WIDENING, MAINTAIN EXISTING ROADWAY CROSS SLOPE IN WIDENED SECTION.



LOCATIONS OF ROADWAY WIDENING
STA 42+08 – 42+51
STA 56+62 – 57+40

LOCATIONS OF ROADWAY WIDENING
STA 27+63 – 28+28
STA 29+94 – 32+33
STA 40+35 – 41+34
STA 44+66 – 45+67
STA 54+47 – 56+52
STA 56+90 – 57+35
STA 60+86 – 63+30

STA 6+43 TO 86+79

MIDDLEFIELD ROAD

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TIME PLOTTED => 15:22 FILE => Mid_X-1.dwg

REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

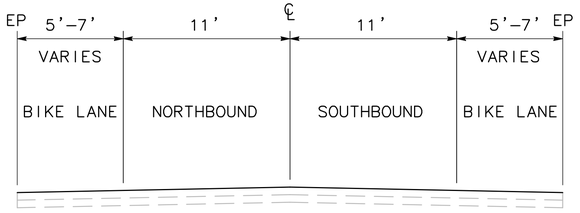
MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON INCORPORATED SEPTEMBER 13, 1923 CALIFORNIA

DATE: 1/26/2018
SCALE: 1"=5'
DESIGNED BY: J. STREEPER
DRAWN BY: J. STREEPER

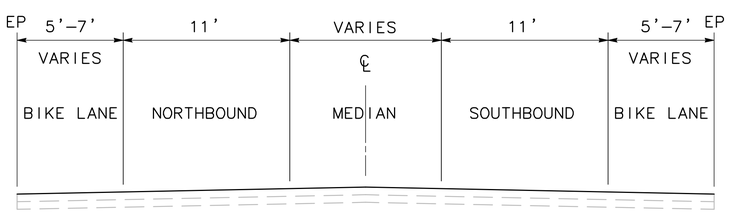
TYPICAL SECTIONS
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

X-1



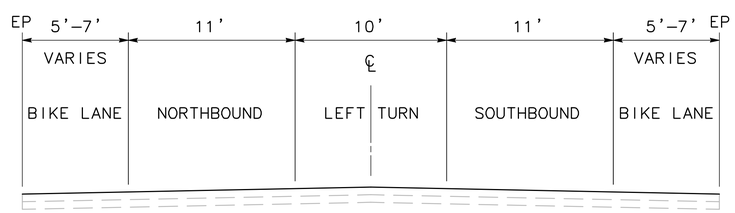
2 LANES

STA 6+43 – 18+62
STA 22+14 – 26+53
STA 46+06 – 47+00
STA 67+38 – 71+38
STA 77+41 – 83+26



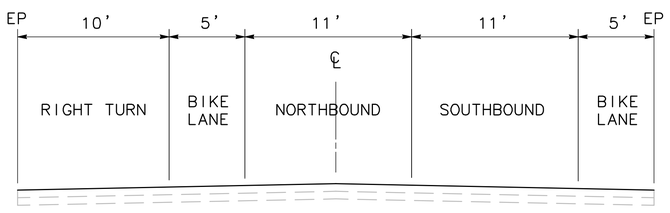
2 LANES WITH STRIPED MEDIAN

STA 18+62 – 19+11
STA 20+61 – 22–14
STA 26+53 – 27+50
STA 32+09 – 35+57
STA 37+31 – 40+43
STA 42+82 – 46+06
STA 50+64 – 52+14
STA 55+98 – 57+40
STA 59+68 – 62+51
STA 65+11 – 67+38
STA 83+26 – 84+55



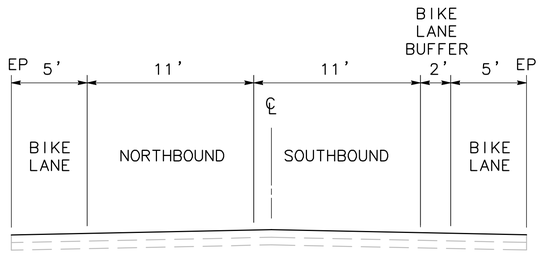
INTERSECTIONS W/ 10' LEFT TURN

STA 20+00 – 20+50
STA 27+50 – 29+00
STA 36+00 – 37+50
STA 40+50 – 43+00
STA 53+00 – 56+00
STA 62+50 – 65+00
STA 85+00 – 87+00



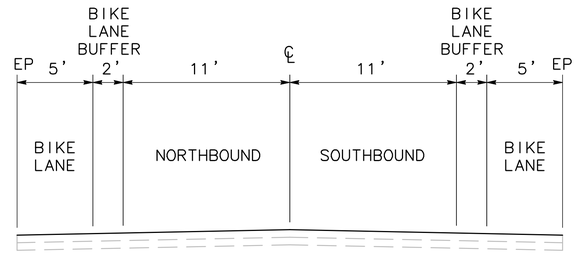
NEAR MARSH INTERSECTION

STA 29+80 – 31+50



BUFFERED BIKE LANE SOUTHBOUND

STA 47+00 – 52+00



BUFFERED BIKE LANE NORTHBOUND AND SOUTHBOUND

STA 53+00 – 63+30

MIDDLEFIELD ROAD

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
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REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
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TOWN OF ATHERTON INCORPORATED SEPTEMBER 12, 1923 CALIFORNIA

DATE: 1/26/2018
SCALE: 1"=5'
DESIGNED BY: J. STREEPER
DRAWN BY: J. STREEPER

TYPICAL SECTIONS
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

X-2
3 OF 20

PROJECT CONTROL DATA

	NUMBER	APPROXIMATE LOCATION	NORTHING	EASTING	ELEVATION	DESCRIPTION
	1000	5+58.61, 19.94' R	1998102.21	6068534.82	38.6	SET MAG NAIL
	1001	17+92.27, 17.90 R	1997961.79	6069761.73	39.8	SET MAG NAIL
	1002	32+32.89, 22.82 R	1997301.26	6071008.70	41.2	SET MAG NAIL
	1003	42+71.52, 23.07 L	1996765.46	6071899.66	42.7	SET MAG NAIL
	1004	53+30.35, 18.51 R	1996146.56	6072759.80	46.2	SET MAG NAIL
	1005	62+86.00, 25.42 L	1995659.25	6073583.08	48.8	SET MAG NAIL
	1006	71+23.25, 14.99 R	1995165.84	6074260.76	54.6	SET MAG NAIL
	1007	79+99.62, 14.15 R	1994684.76	6074993.25	52.5	SET MAG NAIL
	1008	89+46.72, 22.80 L	1994193.64	6075803.85	54.7	FOUND MAG NAIL
*	1009	EAST OF RINGWOOD	1993631.89	6076662.29	56.0	SET MAG NAIL
*	1010	EAST OF RINGWOOD	1992977.84	6077556.74	52.5	SET CROSS AT TOP OF CURB
*	1011	EAST OF RINGWOOD	1992414.13	6078540.30	59.2	SET MAG NAIL
*	1012	EAST OF RINGWOOD	1992057.07	6078931.60	60.3	SET CROSS AT BACK OF WALK
*	3000	SAND HILL/EL CAMINO REAL	1989436.24	6076387.04	77.33	FOUND SCVWD BM457

* THESE POINTS ARE OUTSIDE THE PROJECT LIMITS SHOWN ON THIS DRAWING

SURVEY BASIS OF CONTROL

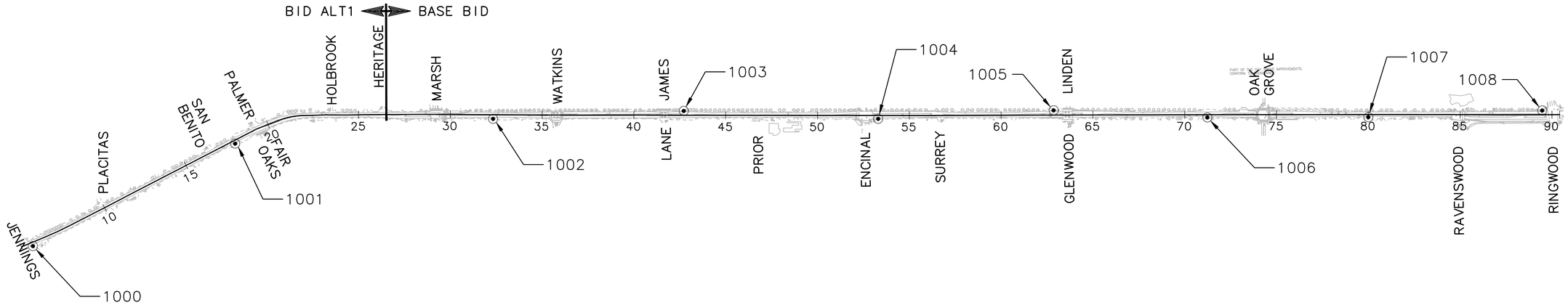
COORDINATES ARE CCS83[2011] ZONE 3 (EPOCH 2010.00) BASED UPON CORS STATIONS P178, P220, P221, AND SLAC.

BENCHMARK

ELEVATIONS ARE LOCALLY DERIVED BASED ON AN ASSUMED ELEVATION OF 77.33 AT POINT 3000.

NOTES

1. CONTRACTOR SHALL COMPLY WITH BUSINESS AND PROFESSIONALS CODE SECTION 8871(b) REGARDING REFERENCING, PRESERVING AND RECONSTRUCTION MONUMENTS WHETHER OR NOT MONUMENTS ARE SHOWN ON THE PLANS.
2. CONTRACTOR SHALL PROVIDE TOWN A MINIMUM OF TWO WEEKS NOTICE PRIOR TO COMMENCING ANY WORK THAT COULD DAMAGE OR DESTROY ANY SURVEY MONUMENTS WHETHER SHOWN ON THIS PLAN OR NOT.
3. ANY MONUMENT DAMAGED OR DESTROYED DURING CONSTRUCTION SHALL BE REPLACED BY A LICENSED LAND SURVEYOR AT CONTRACTOR'S COST.
4. CONTROL TECHNIQUES WERE USED TO DEVELOP RESTRIPING AND PLANNING, BUT ARE NOT SUITABLE FOR DESIGN OF HARDSCAPE.



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REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON INCORPORATED SEPTEMBER 13, 1923 CALIFORNIA

DATE: 1/26/2018
SCALE: 1"=300'
DESIGNED BY: J. STREEPER
DRAWN BY: J. STREEPER

SURVEY CONTROL
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

PC-1

SIGNING AND STRIPING NOTES:

1. ALL MATERIAL AND WORK SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE LATEST EDITION OF CALTRANS STANDARD PLANS AND STANDARD SPECIFICATIONS, AND CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD).
2. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT, (800) 227-2600, AND ALL CONCERNED UTILITY COMPANIES AT LEAST TWO WORKING DAYS IN ADVANCE OF EXCAVATION.
3. ALL PAVEMENT MARKINGS AND SIGNS SHALL BE REFLECTORIZED AND IN STANDARD SIZES. ALL MARKING DETAILS SHALL MATCH CALTRANS STANDARD PLAN DETAILS. STENCILS FOR PAVEMENT MARKING SHALL MATCH CALTRANS STANDARD PLANS.
4. ALL PAVEMENT LINES AND MARKINGS SHALL BE SKID RESISTANT THERMOPLASTIC, UNLESS OTHERWISE SPECIFIED.
5. ALL CROSSWALKS ARE 12' WIDE INCLUDING MARKINGS.
6. CROSSWALKS ARE WHITE UNLESS NOTED OTHERWISE.
7. ALL CROSSWALKS SHALL HAVE 10 FEET IN BETWEEN THE 12-INCH WHITE OR YELLOW THERMOPLASTIC STRIPES.
8. INSTALL FIRST ARROW MARKING 8' BEFORE TERMINUS OF LANE OR STOP BAR.
9. INSTALL SUBSEQUENT ARROW MARKINGS AS SHOWN.
10. INSTALL THE LAST ARROW MARKING 8' AFTER BEGINNING OF LANE.
11. THE CONTRACTOR SHALL FURNISH AND INSTALL RAISED PAVEMENT MARKERS (RPMS) WITHIN SEVEN WORKING DAYS OF ROADWAY STRIPING. ALL EXISTING RPMS WITHIN THE PROJECT AREA SHALL BE REPLACED IN KIND OR REMOVED IN ACCORDANCE WITH THE PLANS, OR AS DIRECTED BY THE ENGINEER.
12. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING STRIPES, PAVEMENT MARKINGS, AND RAISED PAVEMENT MARKERS IN ACCORDANCE WITH THE PLANS AND AS DIRECT BY THE ENGINEER. WORD OR SYMBOL PAVEMENT MARKINGS SHALL BE REMOVED BY SANDBLASTING OR GRINDING A RECTANGULAR AREA COVERING THE WHOLE MARKING.
13. THE CONTRACTOR SHALL REMOVE SIGNS IN ACCORDANCE WITH THE PLANS AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL DELIVER REMOVED SIGNS TO THE CITY INSPECTOR OR AS DIRECTED BY THE ENGINEER.
14. THE CONTRACTOR SHALL LAYOUT (CAT-TRACK) THE PROPOSED STRIPING AND MARKINGS IN ACCORDANCE WITH THE PLANS WITHIN ONE WORKING DAY OF FINAL PAVING. CONTACT CITY INSPECTOR TO OBTAIN APPROVAL OF LAYOUT PRIOR TO ACTUAL INSTALLATION.
15. THE CONTRACTOR SHALL COORDINATE ALL SIGNING AND STRIPING WORK THROUGH ENGINEER PRIOR TO OPENING NEW ROADWAYS AND/OR EXISTING ROADWAYS TO NEW SIGNING AND STRIPING IN ACCORDANCE WITH THE PLANS.
16. SEE CALTRANS REVISED STANDARD PLANS 2015 FOR PAVEMENT MARKER, LINE, MARKING TYPES, AND LEGENDS NOT SHOWN.

NOTES:

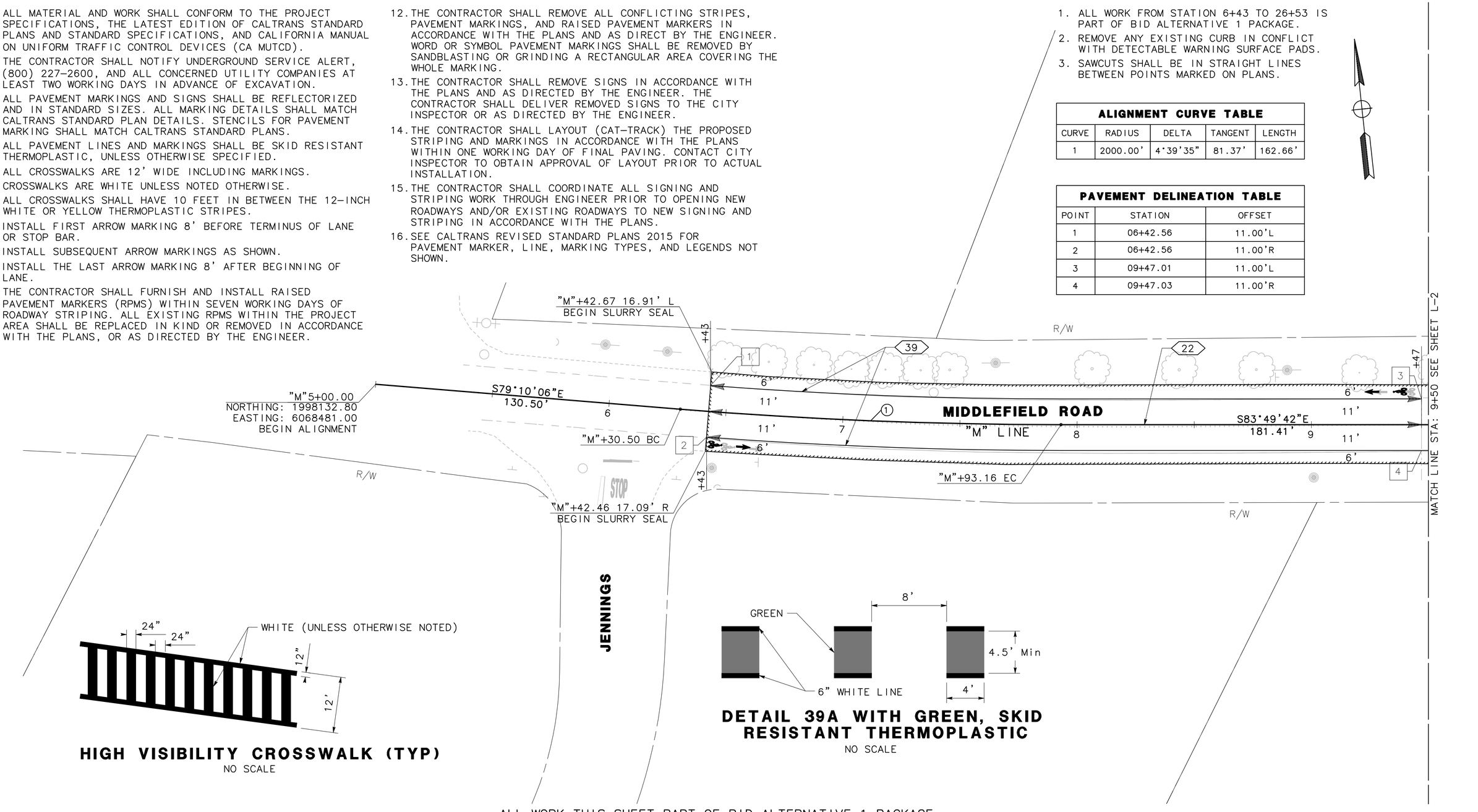
1. ALL WORK FROM STATION 6+43 TO 26+53 IS PART OF BID ALTERNATIVE 1 PACKAGE.
2. REMOVE ANY EXISTING CURB IN CONFLICT WITH DETECTABLE WARNING SURFACE PADS.
3. SAWCUTS SHALL BE IN STRAIGHT LINES BETWEEN POINTS MARKED ON PLANS.

ALIGNMENT CURVE TABLE

CURVE	RADIUS	DELTA	TANGENT	LENGTH
1	2000.00'	4°39'35"	81.37'	162.66'

PAVEMENT DELINEATION TABLE

POINT	STATION	OFFSET
1	06+42.56	11.00'L
2	06+42.56	11.00'R
3	09+47.01	11.00'L
4	09+47.03	11.00'R



HIGH VISIBILITY CROSSWALK (TYP)
NO SCALE

DETAIL 39A WITH GREEN, SKID RESISTANT THERMOPLASTIC
NO SCALE

ALL WORK THIS SHEET PART OF BID ALTERNATIVE 1 PACKAGE

SCALE: 1"=20'

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
TIME PLOTTED => 15:23 FILE => Mid_L-1.dwg

REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON INCORPORATED SEPTEMBER 13, 1923 CALIFORNIA

DATE: 1/26/2018
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

LAYOUT AND PAVEMENT DELINEATION

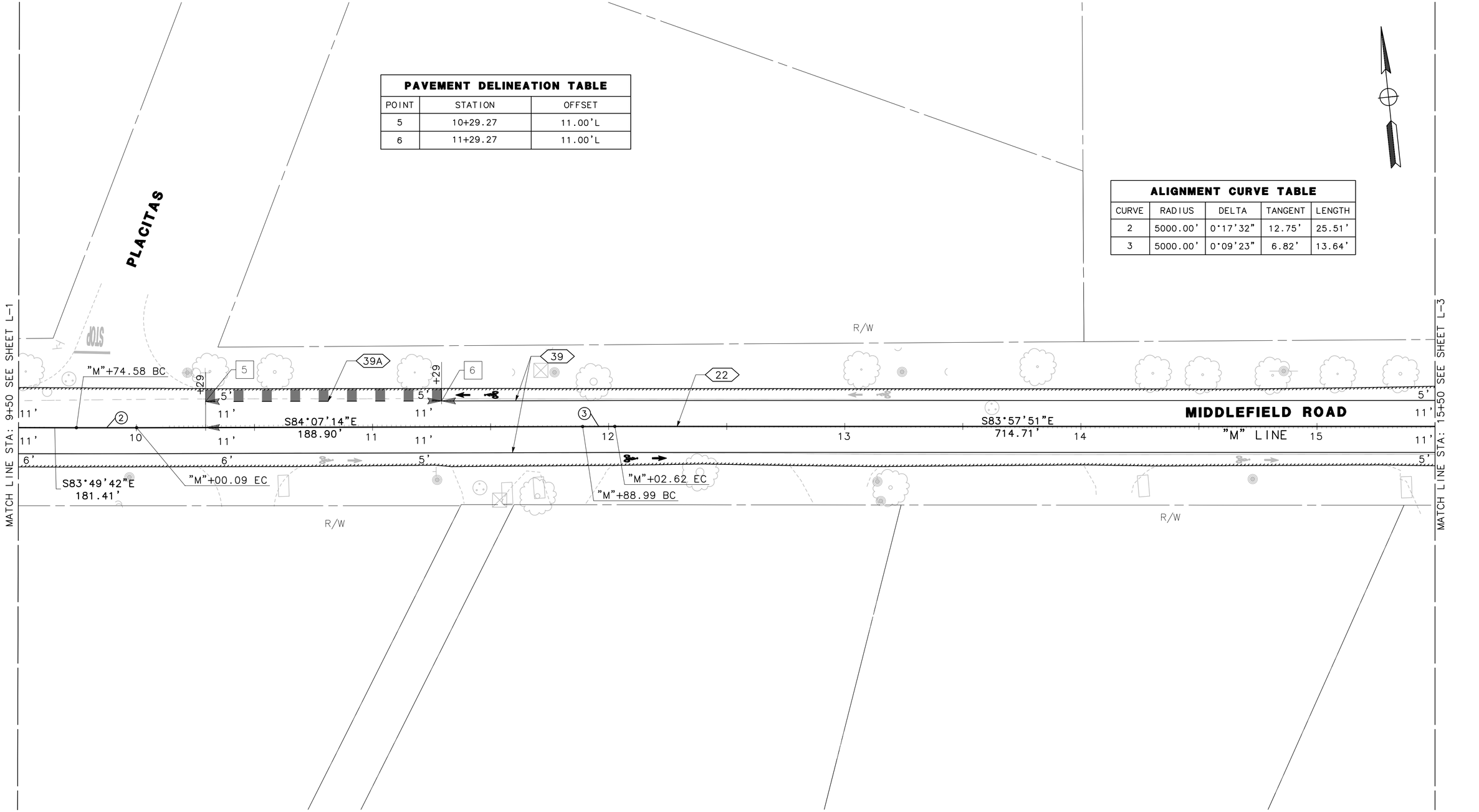
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-1

5 OF 20

PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
5	10+29.27	11.00'L
6	11+29.27	11.00'L

ALIGNMENT CURVE TABLE				
CURVE	RADIUS	DELTA	TANGENT	LENGTH
2	5000.00'	0°17'32"	12.75'	25.51'
3	5000.00'	0°09'23"	6.82'	13.64'



ALL WORK THIS SHEET PART OF BID ALTERNATIVE 1 PACKAGE

0 10 20 30 40
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DATE PLOTTED => 28-Feb-18
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USERNAME => jtran
FILE => Mid_L-1.dwg

REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER
JOE STREEPER
NO 64445
CIVIL
STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON
INCORPORATED SEPTEMBER 13, 1923
CALIFORNIA

DATE: 1/26/2018
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

LAYOUT AND PAVEMENT DELINEATION

MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-2

6 OF 20

ALIGNMENT CURVE TABLE				
CURVE	RADIUS	DELTA	TANGENT	LENGTH
4	250.00'	6°05'00"	13.28'	26.54'
5	400.00'	19°36'40"	69.13'	136.91'

PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
7	16+26.51	11.00'L
8	16+93.24	11.00'L
9	17+93.22	11.00'L
10	18+96.01	11.00'L
11	18+15.68	11.00'R
12	18+61.82	11.00'R
13	19+07.31	14.34'R
14	19+83.40	16.00'L
15	20+82.47	14.41'L
16	19+86.43	5.00'L
17	20+60.42	5.00'L
18	19+88.11	5.00'R
19	19+88.11	16.00'R
20	20+60.84	5.00'R
21	20+73.05	15.81'R

ALL WORK THIS SHEET PART OF BID ALTERNATIVE 1 PACKAGE

SCALE: 1"=20'

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
TIME PLOTTED => 15:23 FILE => Mid_L-1.dwg

REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON INCORPORATED SEPTEMBER 13, 1923 CALIFORNIA

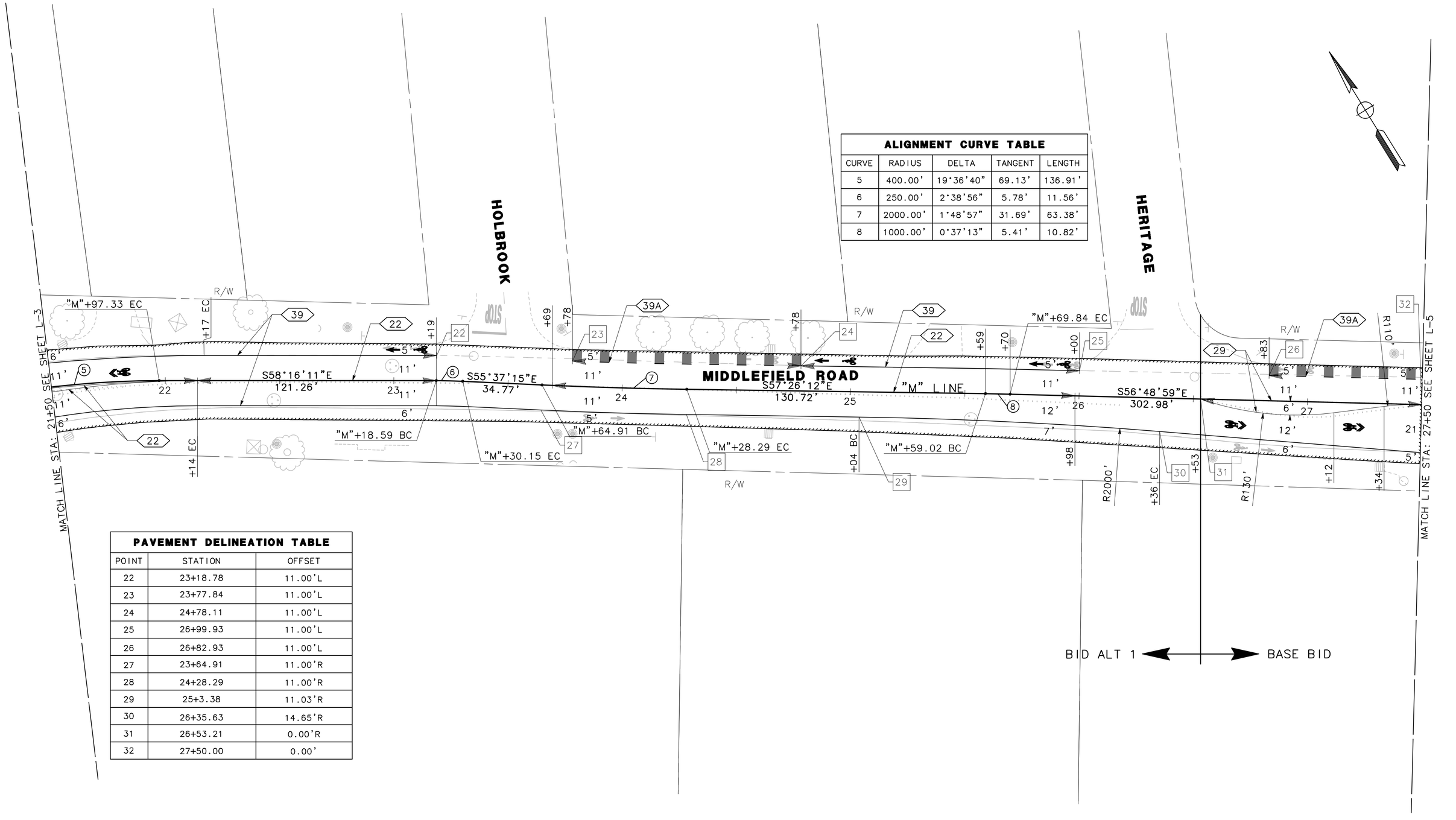
DATE: 1/26/2018
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

LAYOUT AND PAVEMENT DELINEATION
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-3

ALIGNMENT CURVE TABLE				
CURVE	RADIUS	DELTA	TANGENT	LENGTH
5	400.00'	19°36'40"	69.13'	136.91'
6	250.00'	2°38'56"	5.78'	11.56'
7	2000.00'	1°48'57"	31.69'	63.38'
8	1000.00'	0°37'13"	5.41'	10.82'

PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
22	23+18.78	11.00'L
23	23+77.84	11.00'L
24	24+78.11	11.00'L
25	26+99.93	11.00'L
26	26+82.93	11.00'L
27	23+64.91	11.00'R
28	24+28.29	11.00'R
29	25+3.38	11.03'R
30	26+35.63	14.65'R
31	26+53.21	0.00'R
32	27+50.00	0.00'



DATE PLOTTED => 28-Feb-18 TIME PLOTTED => 15:23
USERNAME => jtran
FILE => Mid_L-1.dwg

REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

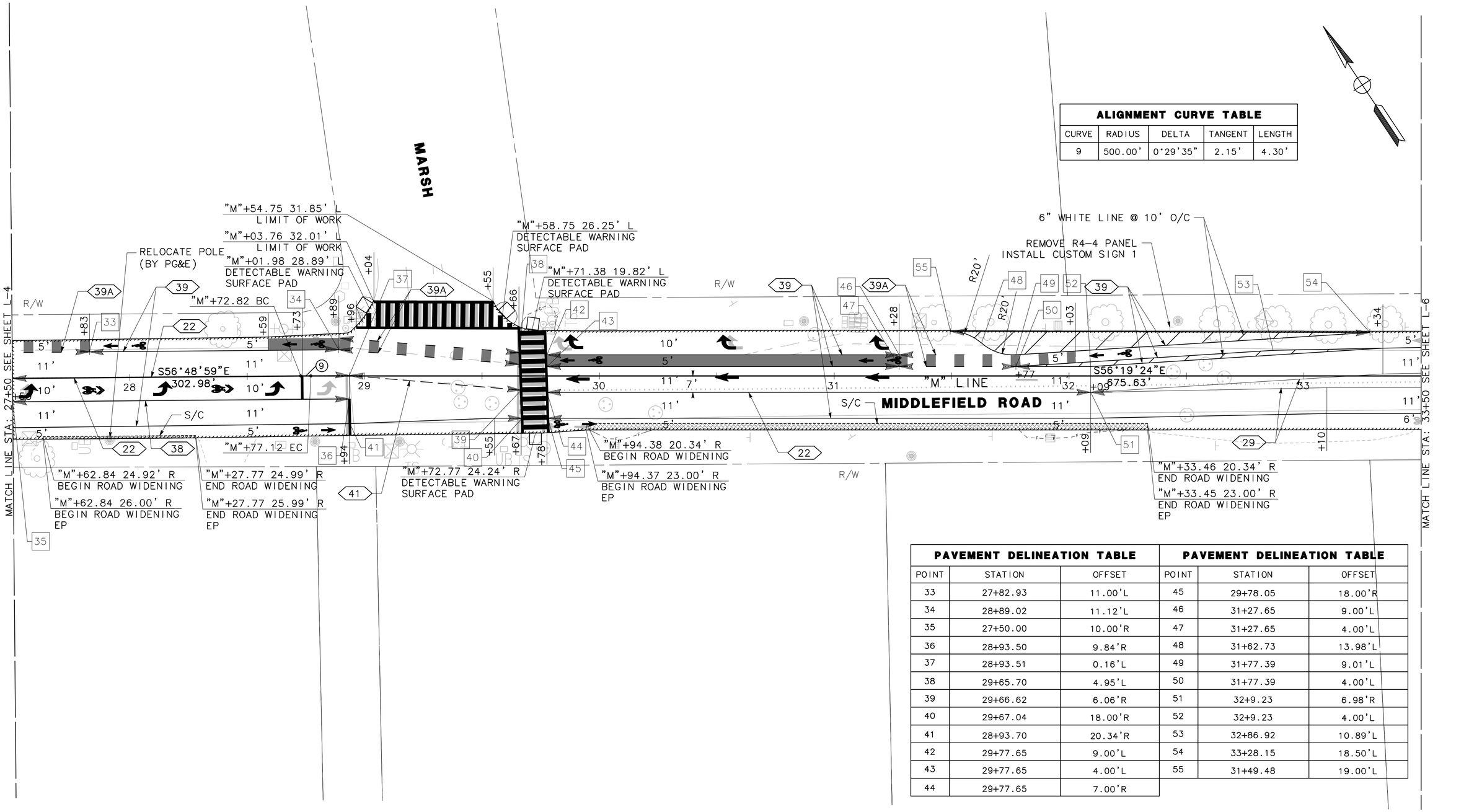
TOWN OF ATHERTON CALIFORNIA INCORPORATED SEPTEMBER 13, 1923

DATE: 1/26/2018
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

LAYOUT AND PAVEMENT DELINEATION

MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-4



ALIGNMENT CURVE TABLE				
CURVE	RADIUS	DELTA	TANGENT	LENGTH
9	500.00'	0°29'35"	2.15'	4.30'

PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
33	27+82.93	11.00'L
34	28+89.02	11.12'L
35	27+50.00	10.00'R
36	28+93.50	9.84'R
37	28+93.51	0.16'L
38	29+65.70	4.95'L
39	29+66.62	6.06'R
40	29+67.04	18.00'R
41	28+93.70	20.34'R
42	29+77.65	9.00'L
43	29+77.65	4.00'L
44	29+77.65	7.00'R

PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
45	29+78.05	18.00'R
46	31+27.65	9.00'L
47	31+27.65	4.00'L
48	31+62.73	13.98'L
49	31+77.39	9.01'L
50	31+77.39	4.00'L
51	32+9.23	6.98'R
52	32+9.23	4.00'L
53	32+86.92	10.89'L
54	33+28.15	18.50'L
55	31+49.48	19.00'L

0 10 20 30 40
SCALE: 1"=20'

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
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REV	DATE	DESCRIPTION	BY

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MARK THOMAS
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SAN JOSE, CA 95131

TOWN OF ATHERTON INCORPORATED SEPTEMBER 13, 1923 CALIFORNIA

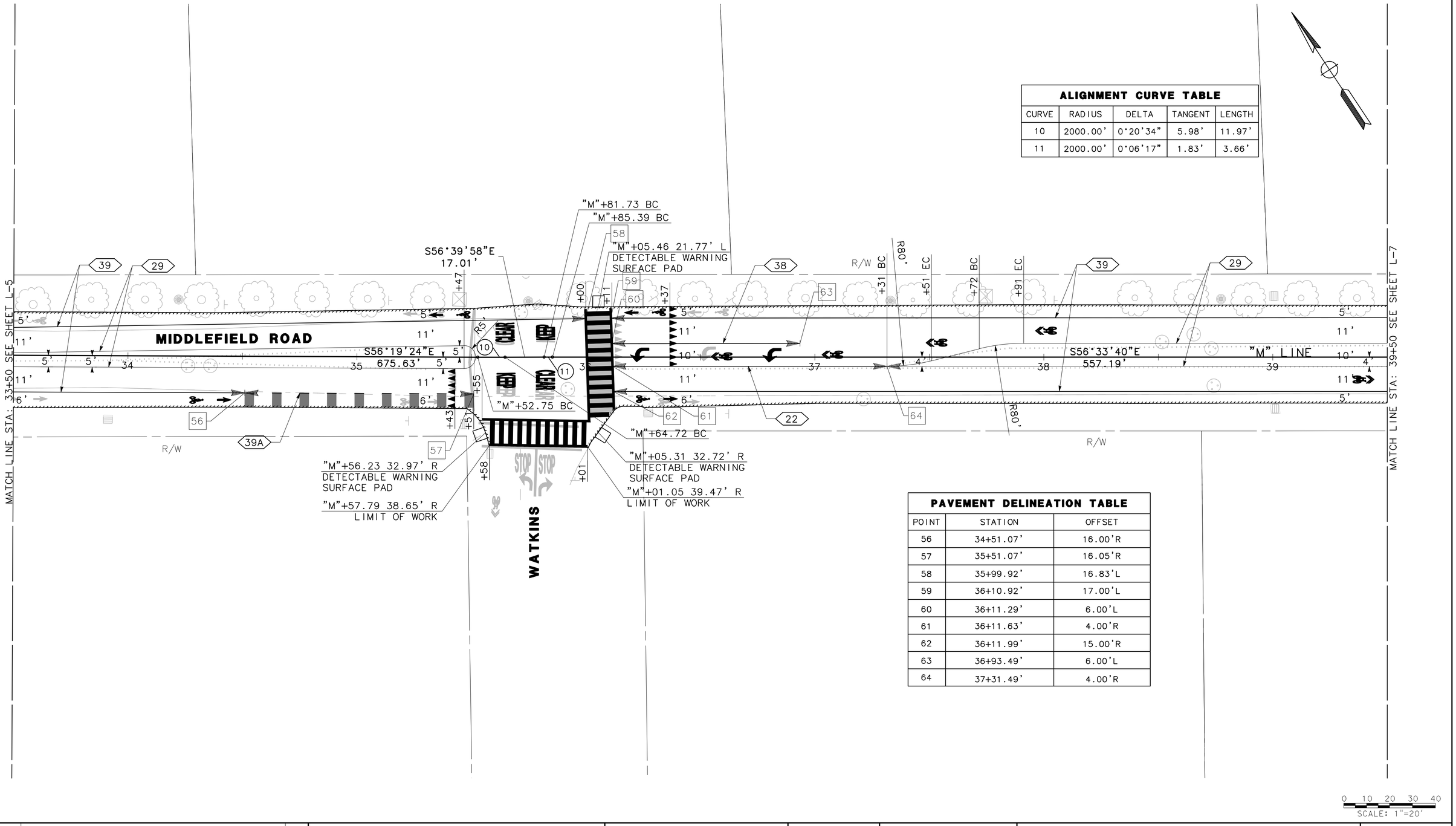
DATE: 1/26/2018
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

LAYOUT AND PAVEMENT DELINEATION

MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-5

9 OF 20



ALIGNMENT CURVE TABLE				
CURVE	RADIUS	DELTA	TANGENT	LENGTH
10	2000.00'	0°20'34"	5.98'	11.97'
11	2000.00'	0°06'17"	1.83'	3.66'

PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
56	34+51.07'	16.00'R
57	35+51.07'	16.05'R
58	35+99.92'	16.83'L
59	36+10.92'	17.00'L
60	36+11.29'	6.00'L
61	36+11.63'	4.00'R
62	36+11.99'	15.00'R
63	36+93.49'	6.00'L
64	37+31.49'	4.00'R

0 10 20 30 40
SCALE: 1"=20'

REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

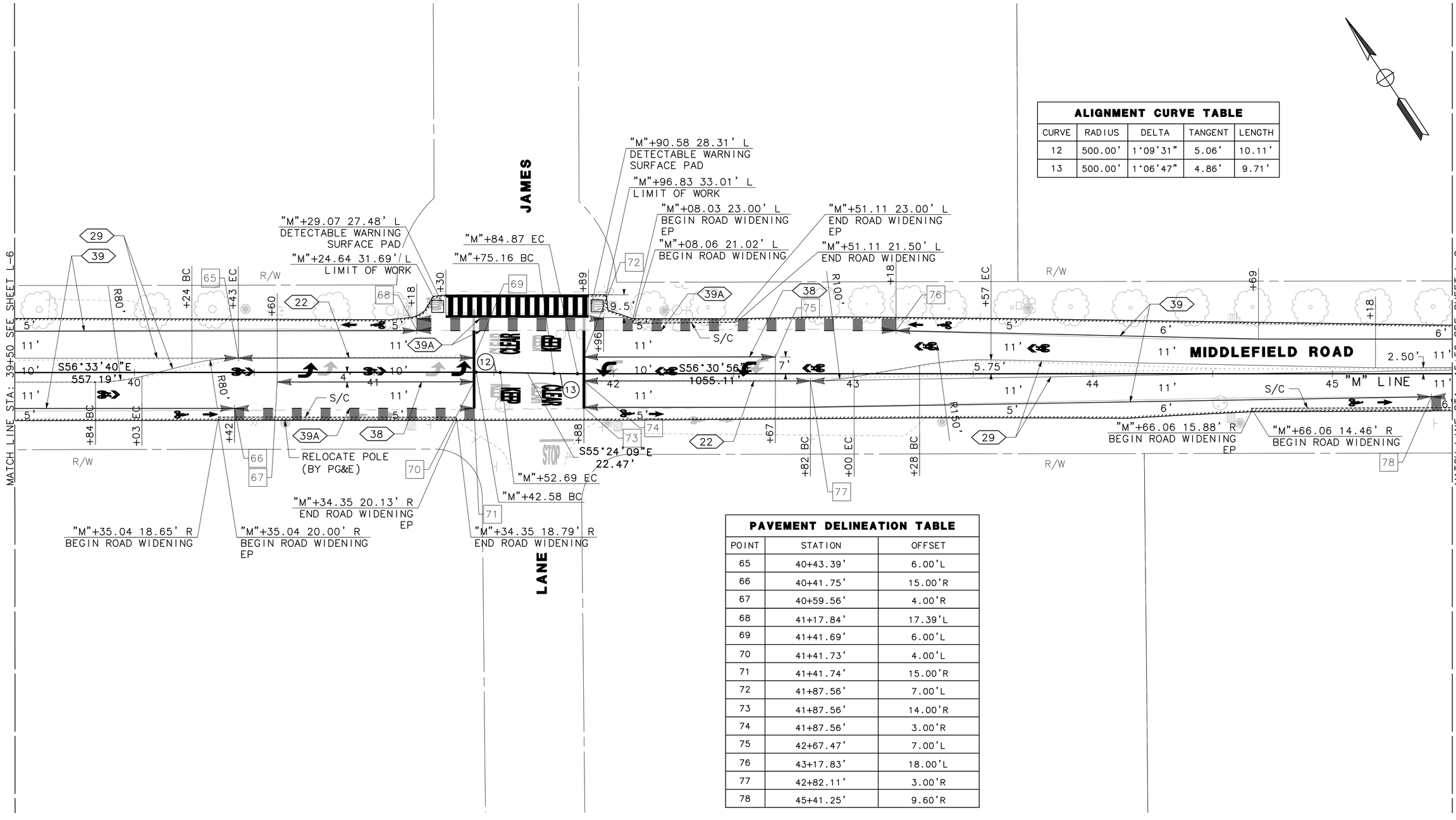
TOWN OF ATHERTON CALIFORNIA INCORPORATED SEPTEMBER 13, 1923

DATE: 1/26/2018
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

LAYOUT AND PAVEMENT DELINEATION
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-6
10 OF 20

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
TIME PLOTTED => 15:23 FILE => Mid_L-1.dwg



ALIGNMENT CURVE TABLE

CURVE	RADIUS	DELTA	TANGENT	LENGTH
12	500.00'	1°09'31"	5.06'	10.11'
13	500.00'	1°06'47"	4.86'	9.71'

PAVEMENT DELINEATION TABLE

POINT	STATION	OFFSET
65	40+43.39'	6.00'L
66	40+41.75'	15.00'R
67	40+59.56'	4.00'R
68	41+17.84'	17.39'L
69	41+41.69'	6.00'L
70	41+41.73'	4.00'L
71	41+41.74'	15.00'R
72	41+87.56'	7.00'L
73	41+87.56'	14.00'R
74	41+87.56'	3.00'R
75	42+67.47'	7.00'L
76	43+17.83'	18.00'L
77	42+82.11'	3.00'R
78	45+41.25'	9.60'R

0 10 20 30 40
SCALE: 1"=20'

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
TIME PLOTTED => 15:23 FILE => Mid_L-1.dwg

REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER
JOE STREEPER
NO 64445
CIVIL
STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON
INCORPORATED SEPTEMBER 12, 1923
CALIFORNIA

DATE: 1/26/2018
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

LAYOUT AND PAVEMENT DELINEATION
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-7

11 OF 20

MATCH LINE STA: 45+50 SEE SHEET L-7

MATCH LINE STA: 51+50 SEE SHEET L-9

R/W

MIDDLEFIELD ROAD

S56°30'56"E 1055.11'

"M" LINE

6' 5' 11' 11' 11' 11' 7.5' 2' 5' 6' 3.5' 11' 2' 6'

S/C

46 47 48 49 50 51

8.5' 7'

+45 +57 +83 +89 +10

29 39 22 79 80 82 22 39 84 29 39A 81 83 85 39A

"M"+67.29 14.06' R
END ROAD WIDENING

"M"+67.30 15.48' R
END ROAD WIDENING
EP

"M"+51.63 25.42' R
DETECTABLE WARNING
SURFACE PAD

"M"+57.06 30.99' R
LIMIT OF WORK

YELLOW CROSSWALK STRIPING

STOP

PRIOR

"M"+86.91 24.02' R
DETECTABLE WARNING
SURFACE PAD

"M"+83.50 30.92' R
LIMIT OF WORK

6" WHITE LINE @ 10' O/C

ENCINAL ELEMENTARY SCHOOL

PAVEMENT DELINEATION TABLE

POINT	STATION	OFFSET
79	46+06.30'	2.50'L
80	46+41.27'	2.50'L
81	46+41.27	8.50'R
82	46+84.63'	3.50'L
83	46+99.55'	9.58'R
84	50+63.75'	3.50'L
85	51+13.93'	10.17'R

0 10 20 30 40
SCALE: 1"=20'

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
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REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON INCORPORATED SEPTEMBER 12, 1923 CALIFORNIA

DATE: 1/26/2018
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

LAYOUT AND PAVEMENT DELINEATION

MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-8

ALIGNMENT CURVE TABLE				
CURVE	RADIUS	DELTA	TANGENT	LENGTH
14	5000.00'	0°08'16"	6.01'	12.03'
15	5000.00'	0°10'13"	7.43'	14.85'
16	1000.00'	1°05'57"	9.59'	19.19'
17	1000.00'	0°50'27"	7.34'	14.67'

PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
86	52+13.73'	20.37'L
87	52+24.73'	20.38'L
88	52+13.92'	9.51'R
89	52+99.92'	20.50'L
90	53+09.92'	20.50'L
91	53+09.97'	9.50'L
92	53+24.92'	22.50'L
93	53+00.01'	13.50'R
94	53+00.01	0.53'R
95	55+98.43'	9.50'L
96	55+98.43'	0.50'R
97	96+49.65'	10.10'R
98	56+90.21'	11.32'R
99	57+39.50'	3.00'L

0 10 20 30 40
SCALE: 1"=20'

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
TIME PLOTTED => 15:23 FILE => Mid_L-1.dwg

REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

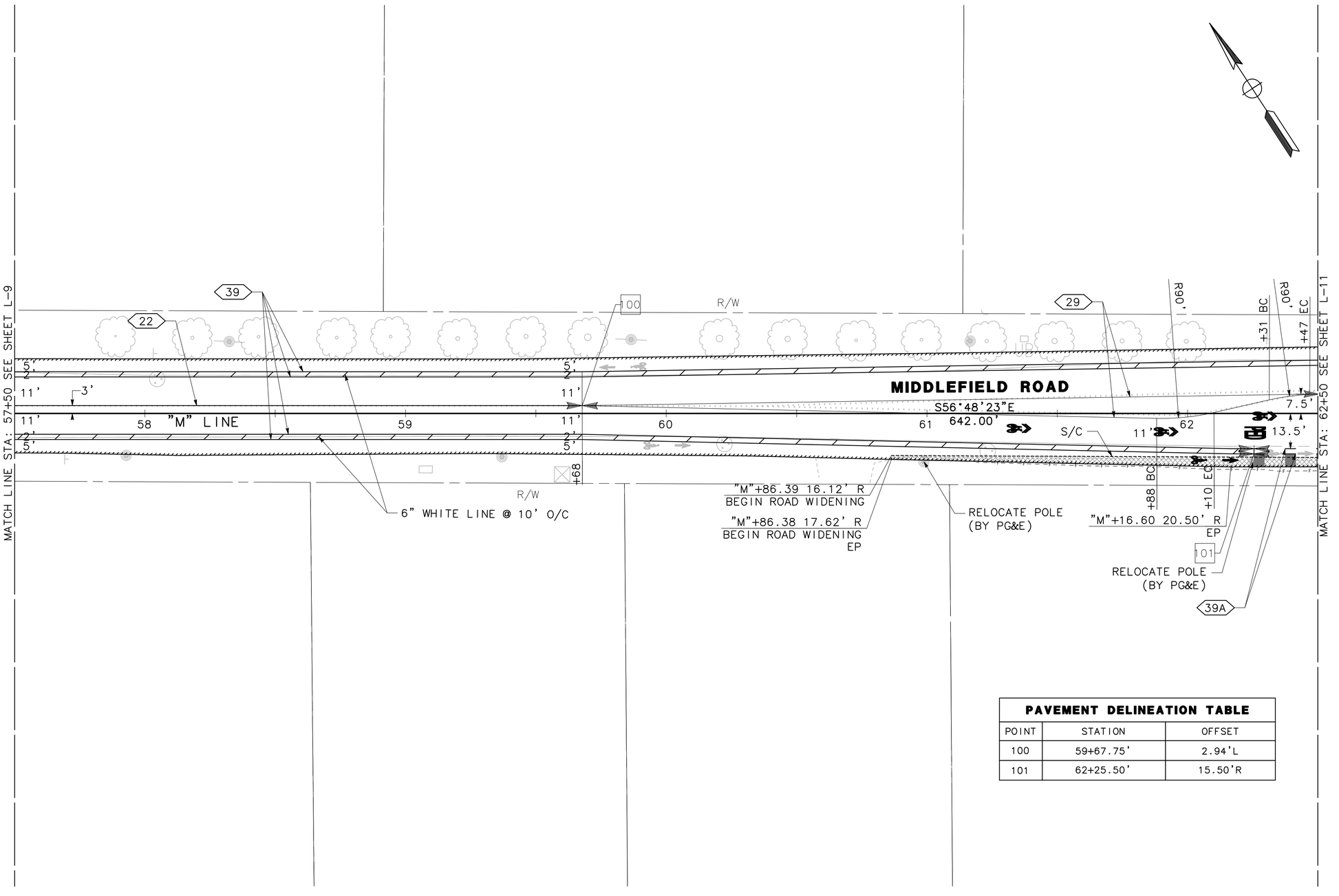
MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON CALIFORNIA INCORPORATED SEPTEMBER 13, 1923

DATE: 1/26/2018
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

LAYOUT AND PAVEMENT DELINEATION
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-9
13 OF 20



PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
100	59+67.75'	2.94'L
101	62+25.50'	15.50'R

0 10 20 30 40
SCALE: 1"=20'

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
TIME PLOTTED => 15:23 FILE => Mid_L-1.dwg

REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON INCORPORATED SEPTEMBER 13, 1923 CALIFORNIA

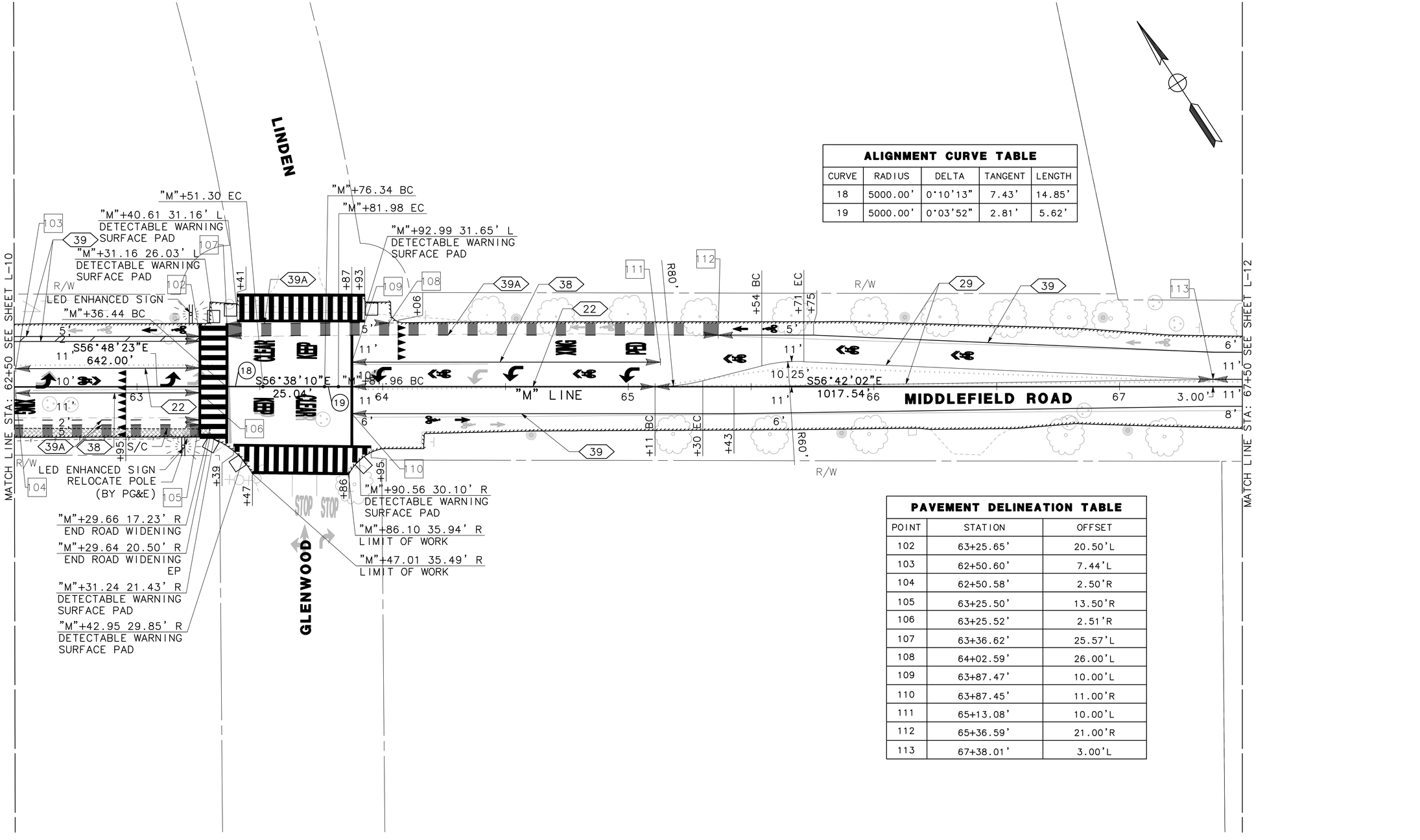
DATE: 1/26/2018
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

LAYOUT AND PAVEMENT DELINEATION

MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS

TOWN OF ATHERTON, CALIFORNIA

L-10



ALIGNMENT CURVE TABLE

CURVE	RADIUS	DELTA	TANGENT	LENGTH
18	5000.00'	0°10'13"	7.43'	14.85'
19	5000.00'	0°03'52"	2.81'	5.62'

PAVEMENT DELINEATION TABLE

POINT	STATION	OFFSET
102	63+25.65'	20.50'L
103	62+50.60'	7.44'L
104	62+50.58'	2.50'R
105	63+25.50'	13.50'R
106	63+25.52'	2.51'R
107	63+36.62'	25.57'L
108	64+02.59'	26.00'L
109	63+87.47'	10.00'L
110	63+87.45'	11.00'R
111	65+13.08'	10.00'L
112	65+36.59'	21.00'R
113	67+38.01'	3.00'L

0 10 20 30 40
SCALE: 1"=20'

REV	DATE	DESCRIPTION	BY

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MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON INCORPORATED SEPTEMBER 15, 1923 CALIFORNIA

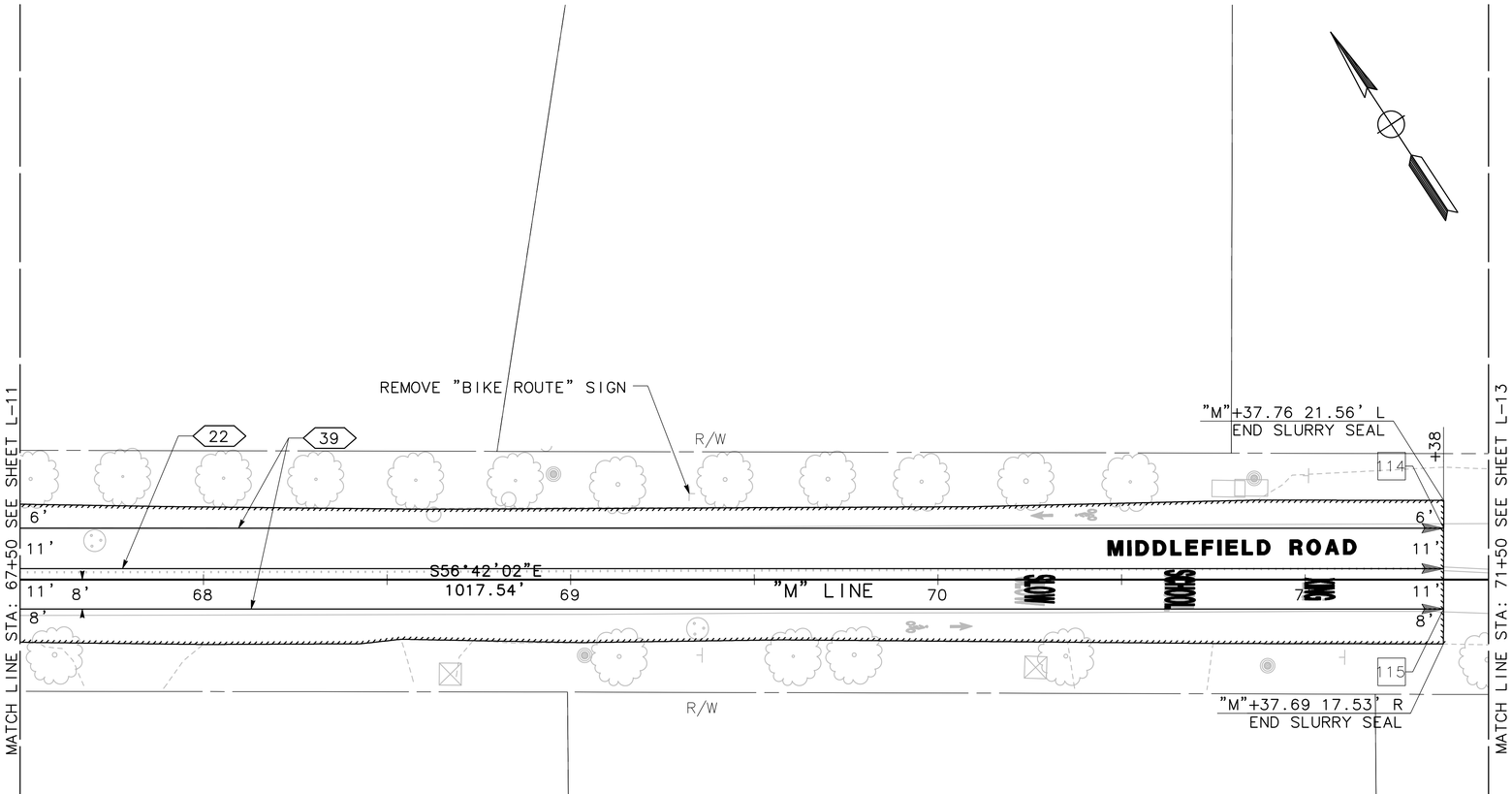
DATE: 1/26/2018
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

LAYOUT AND PAVEMENT DELINEATION
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-11

15 OF 20

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
TIME PLOTTED => 15:23 FILE => Mid_L-1.dwg



PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
114	71+37.72'	14.00'L
115	71+37.71'	8.00'R

0 10 20 30 40
SCALE: 1"=20'

REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER
JOE STREEPER
NO 64445
CIVIL
STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON
INCORPORATED SEPTEMBER 12, 1923
CALIFORNIA

DATE: 1/26/2018
SCALE: 1"=20'
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

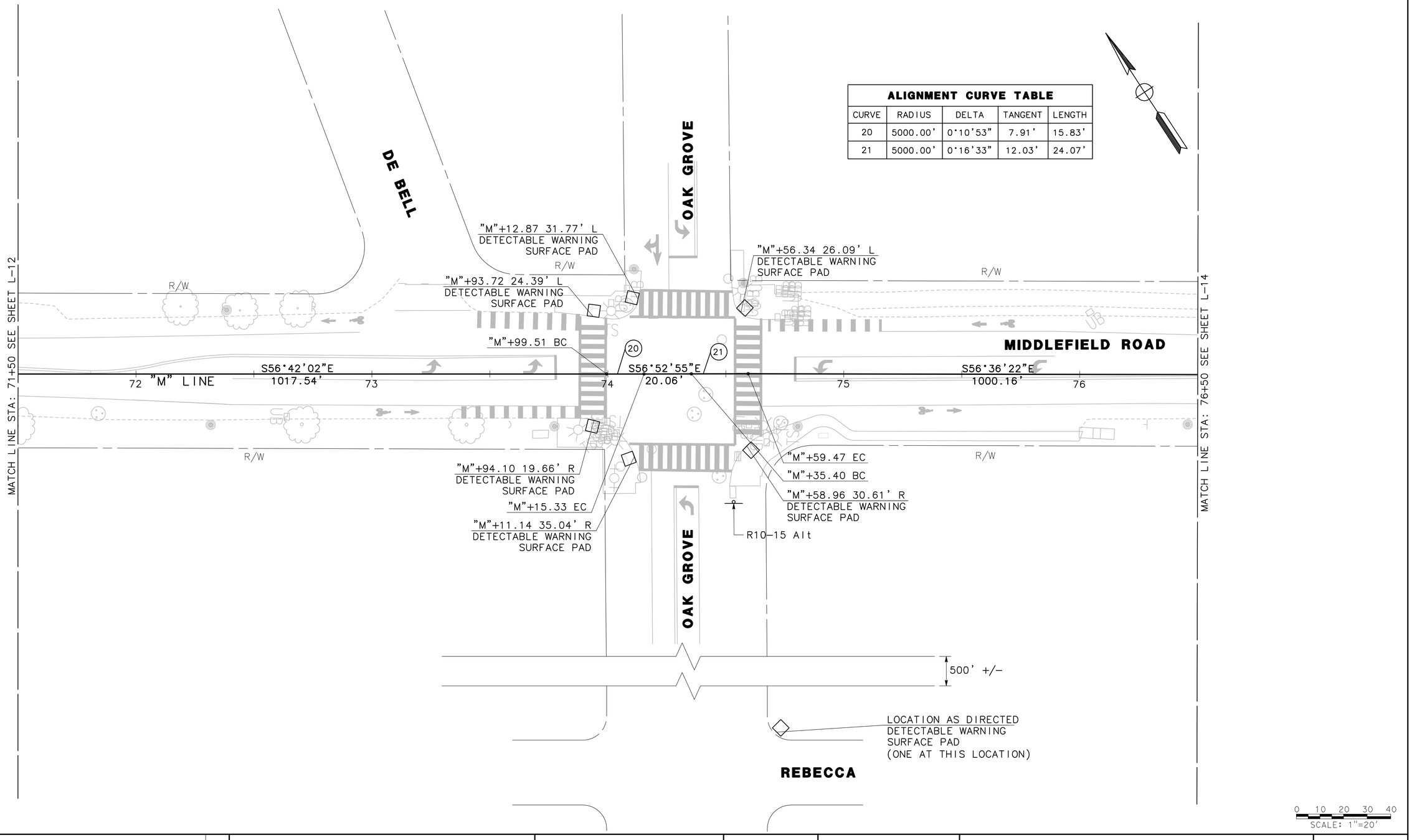
LAYOUT AND PAVEMENT DELINEATION

MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-12

16 OF 20

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
TIME PLOTTED => 15:23 FILE => Mid_L-1.dwg



ALIGNMENT CURVE TABLE				
CURVE	RADIUS	DELTA	TANGENT	LENGTH
20	5000.00'	0°10'53"	7.91'	15.83'
21	5000.00'	0°16'33"	12.03'	24.07'

0 10 20 30 40
SCALE: 1"=20'

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
TIME PLOTTED => 15:23 FILE => Mid_L-1.dwg

REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER
JOE STREEPER
NO 64445
CIVIL
STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON
INCORPORATED SEPTEMBER 15, 1923
CALIFORNIA

DATE: 1/26/2018
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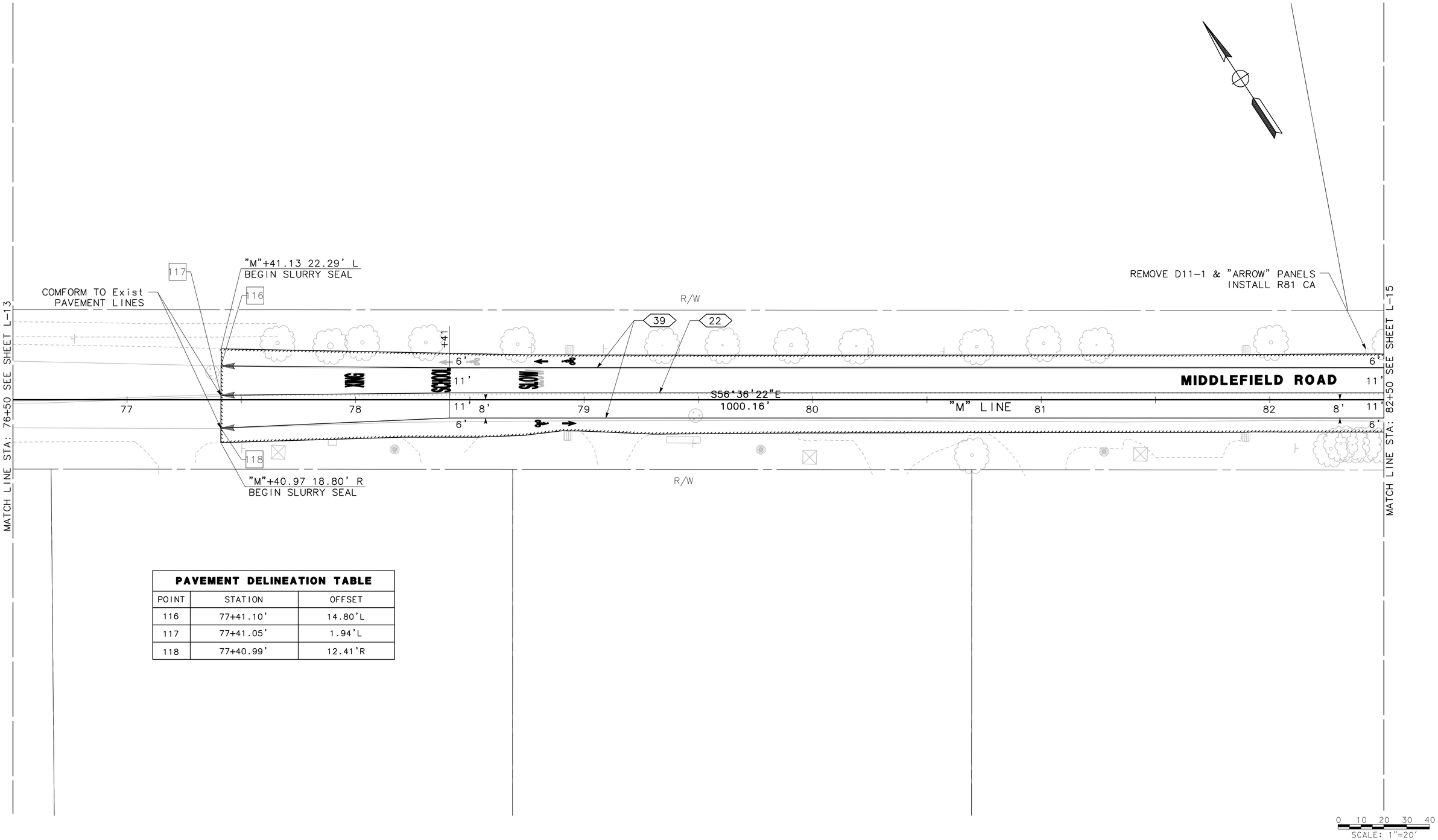
LAYOUT AND PAVEMENT DELINEATION
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-13

17 OF 20



PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
116	77+41.10'	14.80'L
117	77+41.05'	1.94'L
118	77+40.99'	12.41'R

DATE PLOTTED => 28-Feb-18
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INCORPORATED SEPTEMBER 13, 1923
CALIFORNIA

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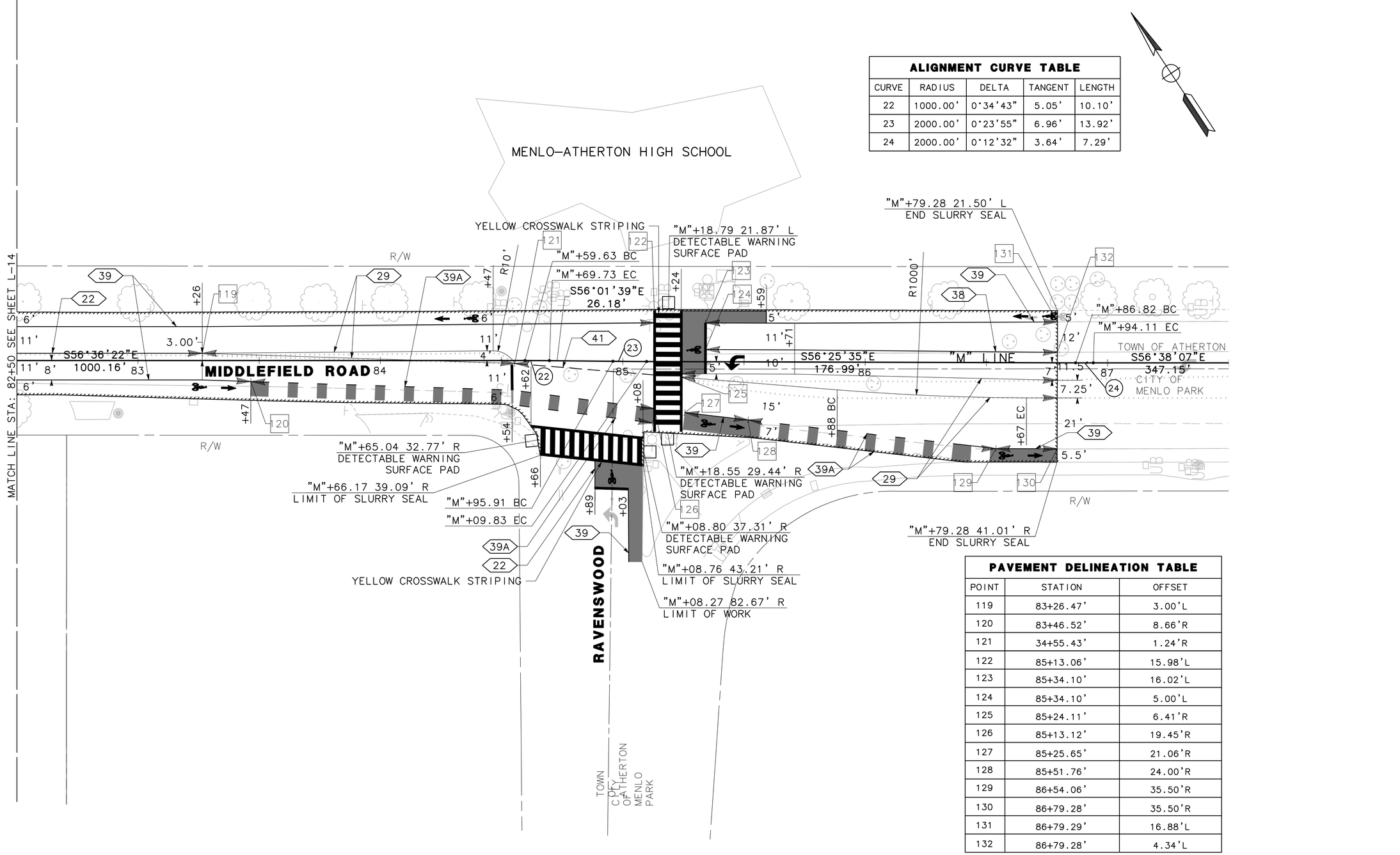
LAYOUT AND PAVEMENT DELINEATION

MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS

TOWN OF ATHERTON, CALIFORNIA

L-14

ALIGNMENT CURVE TABLE				
CURVE	RADIUS	DELTA	TANGENT	LENGTH
22	1000.00'	0°34'43"	5.05'	10.10'
23	2000.00'	0°23'55"	6.96'	13.92'
24	2000.00'	0°12'32"	3.64'	7.29'



PAVEMENT DELINEATION TABLE		
POINT	STATION	OFFSET
119	83+26.47'	3.00'L
120	83+46.52'	8.66'R
121	34+55.43'	1.24'R
122	85+13.06'	15.98'L
123	85+34.10'	16.02'L
124	85+34.10'	5.00'L
125	85+24.11'	6.41'R
126	85+13.12'	19.45'R
127	85+25.65'	21.06'R
128	85+51.76'	24.00'R
129	86+54.06'	35.50'R
130	86+79.28'	35.50'R
131	86+79.29'	16.88'L
132	86+79.28'	4.34'L

0 10 20 30 40
SCALE: 1"=20'

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
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REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON INCORPORATED SEPTEMBER 13, 1923 CALIFORNIA

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DESIGNED BY: J. STREEPER
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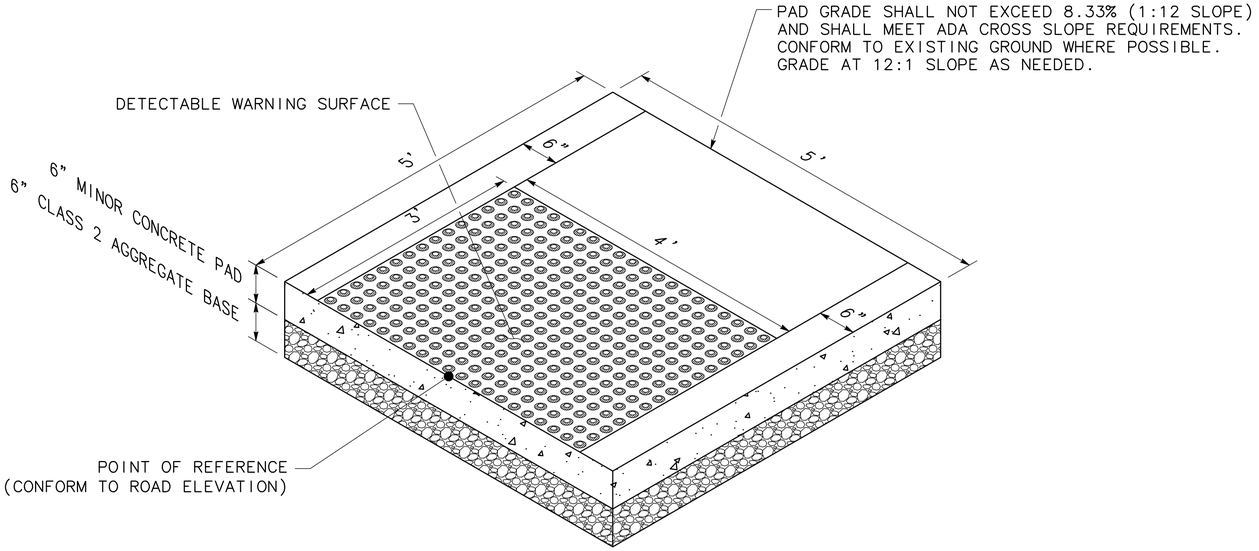
LAYOUT AND PAVEMENT DELINEATION

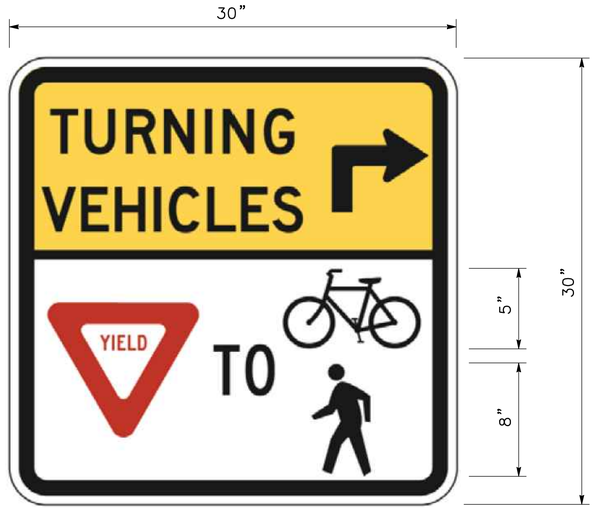
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

L-15



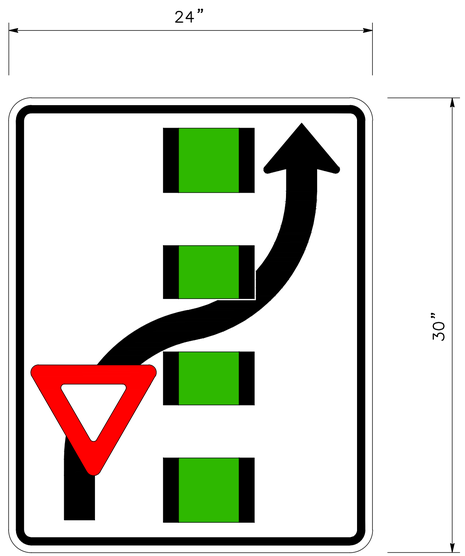
DETECTABLE WARNING SURFACE PAD

NO SCALE



R10-15 Alt

NO SCALE



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NO SCALE

DATE PLOTTED => 28-Feb-18 USERNAME => jtran
TIME PLOTTED => 15:23 FILE => Mid_C-1.dwg

REV	DATE	DESCRIPTION	BY

REGISTERED PROFESSIONAL ENGINEER JOE STREEPER NO 64445 CIVIL STATE OF CALIFORNIA

MARK THOMAS
2290 NORTH FIRST STREET, SUITE 304
SAN JOSE, CA 95131

TOWN OF ATHERTON INCORPORATED SEPTEMBER 13, 1923 CALIFORNIA

DATE: 1/26/2018
SCALE: NONE
DESIGNED BY: J. STREEPER
DRAWN BY: J. TRAN

CONSTRUCTION DETAILS
MIDDLEFIELD ROAD BICYCLE LANE IMPROVEMENTS
TOWN OF ATHERTON, CALIFORNIA

C-1

San Mateo County Transportation Authority

Measure A 2017 Pedestrian Bicycle Program Call for Projects - Draft Recommendatins

TA Rank	Score	Sponsor	Project	Measure A Funds Requested	Measure A Recommended Award Amount[2]	Proposed Work Phases(s)[1]	Matching Funds	Match Percent	Total (Measure A request + match)
1	70.0	Daly City	Mission Street Streetscape Project	$810,000	$810,000	PS&E, CONST	90,000	10%	$900,000
2	70.0	Redwood City	Jefferson/Cleveland SRTS & Peninusla Bikeway Project	$375,000	$375,000	PS&E, CONST	125,000	25%	$500,000
3	68.6	San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	$1,000,000	$1,000,000	CONST	1,700,000	63%	$2,700,000
4	68.5	Atherton	Middlefield Road Class II Bike Lanes	$733,000	$733,000	CONST	607,000	45%	$1,340,000
5	67.8	San Mateo County	Complete the Gap Trail	$750,000	$750,000	CONST	750,000	50%	$1,500,000
6	65.2	East Palo Alto	Bike Transportation Plan Implementation Class II & Class III Bike Facilities	$300,000	$300,000	PS&E, CONST	40,000	12%	$340,000
7	64.7	San Mateo	28th Avenue Bike Boulevard Implementation	$380,000	$380,000	PS&E, CONST	310,000	45%	$690,000
8	64.0	Menlo Park	Menlo Park Bicycle & Pedestrian Enhancement Project	$805,600	$805,600	PS&E, CONST	201,400	20%	$1,007,000
9	63.8	Millbrae	Magnolia Avenue & Richmond Drive Bicycle & Pedestrian Improvements Project[3]	$360,000	$260,000	PE/ENV, PS&E, CONST	40,000	10%	$400,000
10	61.3	Half Moon Bay	Half Moon Bay Pacific Coast Bikeway Connectivity Project: North	$315,000	$315,000	PLAN, PE/ENV, PS&E, CONST	35,000	10%	$350,000
11	61.1	Half Moon Bay	Half Moon Bay Pacific Coast Bikeway Connectivity Project: South	$297,000		PLAN, PE/ENV, PS&E, CONST	33,000	10%	$330,000
12	61.0	Burlingame	School Area Pedestrian Enhancement	$500,000		CONST	98,000	16%	$598,000
13	60.2	South San Francisco	Hickey/Junipero Serra Boulevard Safety & Connectivity Improvement Project	$400,000		PLAN, PE/ENV, PS&E	80,000	17%	$480,000
14	60.2	Half Moon Bay	Half Moon Bay Main Street Pedestrian & Bicycle Improvement Project	$288,000		PLAN, PE/ENV, PS&E, CONST	32,000	10%	$320,000
15	60.0	Burlingame	California Drive Complete Streets Phase II[4]	$500,000		CONST	600,000	55%	$1,100,000
16	57.4	Foster City	O'Neill Slough Trail Gap Closure Project	$396,000		PE/ENV, PS&E, CONST	44,000	10%	$440,000
17	55.7	South San Francisco	Regional Bike Network Connectivity Project	$600,000		PLAN, PE/ENV, PS&E, CONST	120,000	17%	$720,000
			Total Measure A Funds Requested	**$8,809,600**			**$4,905,400**		**$13,715,000**
			Total Measure A Recommended Award Amount[2]		**$5,728,600**				

Footnotes

1) Proposed Phase for Measure A funds: PLAN - planning, PE/ENV - preliminary engineering/environmental review, PS&E - final design, ROW - right of way, CONST - construction

2) The Total Measure A recommended award amount of $5,793,600 is based on the following:
   $5,021,000 from FY 2018 and prior year budgeted funds that have yet to be programmed
   $172,000 of cost savings from previously funded completed projects
   $500,000 proposed for re-programming and re-allocation from the inactive 2012 Half Moon Bay Main Streets Bridge Bike Pedestrian Improvements Project
   $35,000 estimated amount that may be needed from future budgeted Pedestrian/Bicycle Program funds

3) The application for the Millbrae Avenue & Richmond Drive Bicycle & Pedestrian Improvements Project was for $360,000 and the total cost was $400,000, however it included $100,000 of ineligible roadway rehabilitation work. The actual total eligible cost is $300,000 (without the roadway rehabilitation work) and the recommended funding award is $260,000 after accounting for the sponsor's $40,000 of matching funds.

4) The Burlingame California Drive Complete Streets Phase II proposal included approx. $862k of ineligible roadway rehabilitation work. The total eligible project cost was approx. $238,000

San Mateo County Transportation Authority
Measure A 2017 Pedestrian Bicycle Program Call for Projects - Draft Recommendatins

TA Rank	Score	Sponsor	Project	Sponsor Request	Eligible Sponsor Request	Proposed Work Phases(s)[1]	Proposed Matching Funds	Eligible Matching Funds	Match Percent	Total (request and match)	Total (eligible request and match)	Measure A Recommended Award Amount	Commulative Sponsor Request Amounts
1	70.0	Daly City	Mission Street Streetscape Project	$810,000		PS&E, CONST	90,000		10%	$900,000		$810,000	$ 810,000
2	70.0	Redwood City	Jefferson/Cleveland SRTS & Peninusla Bikeway Project	$375,000		PS&E, CONST	125,000		25%	$500,000		$375,000	$ 1,185,000
3	68.6	San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	$1,000,000		CONST	1,700,000		63%	$2,700,000		$1,000,000	$ 2,185,000
4	68.5	Atherton	Middlefield Road Class II Bike Lanes[2]	$733,000		CONST	607,000	490,750	37%	$1,340,000	$1,223,750	$733,000	$ 2,918,000
5	67.8	San Mateo County	Complete the Gap Trail	$750,000		CONST	750,000		50%	$1,500,000		$750,000	$ 3,668,000
6	65.2	East Palo Alto	Class II & Class III Bike Facilities	$300,000		PS&E, CONST	40,000		12%	$340,000		$300,000	$ 3,968,000
7	64.7	San Mateo	28th Avenue Bike Boulevard Implementation	$380,000		PS&E, CONST	310,000		45%	$690,000		$380,000	**$ 4,348,000**
8	64.0	Menlo Park	Menlo Park Bicycle & Pedestrian Enhancement Project	$805,600		PS&E, CONST	201,400		20%	$1,007,000		$805,600	**$ 5,153,600**
9	63.8	Millbrae	Magnolia Avenue & Richmond Drive Bicycle & Pedestrian Improvements Project	$360,000	$300,000	PE/ENV, PS&E, CONST	40,000		10%	$400,000	$300,000	**$325,000**	$ 5,478,600
10	61.3	Half Moon Bay	Half Moon Bay Pacific Coast Bikeway Connectivity Project: North	$315,000		PLAN, PE/ENV, PS&E, CONST	35,000		10%	$350,000		$315,000	$ 5,793,600
11	61.1	Half Moon Bay	Half Moon Bay Pacific Coast Bikeway Connectivity Project: South	$297,000		PLAN, PE/ENV, PS&E, CONST	33,000		10%	$330,000		$297,000	$ 6,090,600
12	61.0	Burlingame	School Area Pedestrian Enhancement	$500,000		CONST	238,000		32%	$738,000		$500,000	$ 6,590,600
13	60.2	South San Francisco	Hickey/Junipero Serra Boulevard Safety & Connectivity Improvement Project	$600,000		PLAN, PE/ENV, PS&E	120,000		17%	$720,000		$596,400	$ 7,187,000
14	60.2	Half Moon Bay	Half Moon Bay Main Street Pedestrian & Bicycle Improvement Project	$288,000		PLAN, PE/ENV, PS&E, CONST	32,000		10%	$320,000			$ 7,475,000
15	60.0	Burlingame	California Drive Complete Streets Phase II[2]	$500,000		CONST	700,000	215,424	18%	$1,200,000	$715,424		$ 7,975,000
16	57.4	Foster City	O'Neill Slough Trail Gap Closure Project	$396,000		PE/ENV, PS&E, CONST	44,000		10%	$440,000			$ 8,371,000
17	55.7	South San Francisco	Regional Bike Network Connectivity Project	$400,000		PLAN, PE/ENV, PS&E, CONST	80,000		17%	$480,000			$ 8,771,000
			Total Measure A Funds Requested	**$8,809,600**			**$5,145,400**			**$13,955,000**			
			Total Measure A Recommended Award Amount									**TBD**	
			Total Potential amount above $5M										**$2,222,000**

If only $5M available, we could only partially fund Menlo Park

If Finance confirms we have extra $172k from cost savings

If we also de-program & de-allocate $500k from 2012 HMB project

If we also include $1.55M of TA LPP share.

Footnotes

1) Proposed Phase for Measure A funds: PLAN - planning, PE/ENV - preliminary engineering/environmental review, PS&E - final design, ROW - right of way, CONST - construction

2) A portion of the following projects includes roadway rehabilitation work (only the pedestrian and bicycle improvement portions of these projects are eligible for Measure A Pedestrian/Bicycle Program funds):
   a) Atherton Middlefield Road Class II Bike Lanes, b) Burlingame California Drive Complete Streets Phase II, & c) Millbrae Magnolia Avenue & Richmond Drive Bicycle & Pedestrian Improvements Project

3) If we decide to use the TA's share of LPP funds on some of these projects, I recommend they only be used on projects that are funded through construction.

MARK THOMAS

Town of Atherton - Middlefield Road Bike Lane Improvements

Updated 11/28/2017

ID	Task Name	Duration	Start	Finish
1	Project Kickoff Meeting with Town	0 days	Tue 6/20/17	Tue 6/20/17
2	**Task 2.0 - Existing Conditions**	**40 days**	**Thu 6/22/17**	**Thu 8/17/17**
3	2.1 Data Collection & Utility Mapping	8 wks	Thu 6/22/17	Thu 8/17/17
4	2.2 Prepare Base Map	4 wks	Thu 6/22/17	Thu 7/20/17
5	2.3 Record ROW	2 wks	Thu 6/22/17	Thu 7/6/17
6	**Task 3.0 - Preliminary Engineering**	**50 days**	**Fri 7/21/17**	**Fri 9/29/17**
7	3.1 Geometric Confirmation Drawing	50 days	Fri 7/21/17	Fri 9/29/17
8	Prepare Draft Layout	4 wks	Fri 7/21/17	Thu 8/17/17
9	Town Review Layout	2 wks	Fri 8/18/17	Thu 8/31/17
10	Update Layout for Public Meetings	4 wks	Fri 9/1/17	Fri 9/29/17
11	**Task 4.0 - Community Outreach**	**31 days**	**Mon 10/2/17**	**Wed 11/15/17**
12	4.1 Outreach	31 days	Mon 10/2/17	Wed 11/15/17
13	Public Meeting	0 days	Mon 10/2/17	Mon 10/2/17
14	Compile Notes and Discuss Updated Design with Town	2 wks	Tue 10/3/17	Mon 10/16/17
15	BPAC Meeting to Review Design	0 days	Tue 10/17/17	Tue 10/17/17
16	Transp Committee Meeting to Review Design	0 days	Tue 11/14/17	Tue 11/14/17
17	**City Council Review and Approve Design**	**0 days**	**Wed 11/15/17**	**Wed 11/15/17**
18	**Task 5.0 - Final Design**	**100 days**	**Wed 11/22/17**	**Mon 4/16/18**
19	5.1 65% PS&E	35 days	Wed 11/22/17	Mon 1/15/18
20	Prepare 65% Plans, Specifications, and Estimate, coord with PG&E for pole relocations	4 wks	Wed 11/22/17	Thu 12/21/17
21	Internal QA/QC	2 wks	Fri 12/22/17	Mon 1/8/18
22	Submit 65% PS&E to Town	0 days	Mon 1/8/18	Mon 1/8/18
23	Town Review 65% PS&E	1 wk	Tue 1/9/18	Mon 1/15/18
24	5.2 95% PS&E	35 days	Tue 1/16/18	Mon 3/5/18
25	Address Town Comments from 65% PS&E	1 wk	Tue 1/16/18	Mon 1/22/18
26	Update PS&E to 95% Complete, Notify Utilities to Move	3 wks	Tue 1/23/18	Mon 2/12/18
27	Internal QA/QC	2 wks	Tue 2/13/18	Mon 2/26/18
28	Submit 95% PS&E to Town	0 days	Mon 2/26/18	Mon 2/26/18
29	Town Review 95% PS&E	1 wk	Tue 2/27/18	Mon 3/5/18
30	5.3 Final Bid Documents	30 days	Tue 3/6/18	Mon 4/16/18
31	Address Town Comments from 95%	1 wk	Tue 3/6/18	Mon 3/12/18
32	Prepare Final Bid Documents	2 wks	Tue 3/13/18	Mon 3/26/18
33	Internal QA/QC	1 wk	Tue 3/27/18	Mon 4/2/18
34	Submit Final Bid Documents to Town	0 days	Mon 4/2/18	Mon 4/2/18
35	Town Review Final Bid Documents	1 wk	Tue 4/3/18	Mon 4/9/18
36	Address Final Town Comments	1 wk	Tue 4/10/18	Mon 4/16/18
37	**Task 6.0 - Bidding & Construction Phase**	**95 days**	**Thu 4/19/18**	**Tue 9/4/18**
38	Town Advertises for Bids	0 days	Thu 4/19/18	Thu 4/19/18
39	Prepare Addendums & Clarifications (Bid Period)	4 wks	Fri 4/20/18	Thu 5/17/18
40	Bid Opening	0 days	Thu 5/17/18	Thu 5/17/18
41	Town Review Bids	2 wks	Fri 5/18/18	Fri 6/1/18
42	Award Construction Contract	0 days	Fri 6/1/18	Fri 6/1/18
43	Process Contractor Documents	3 wks	Mon 6/4/18	Fri 6/22/18
44	Notice to Proceed with Construction	0 days	Fri 6/22/18	Fri 6/22/18
45	Construction Phase	50 days	Mon 6/25/18	Tue 9/4/18
46	Complete Construction	0 days	Tue 9/4/18	Tue 9/4/18