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AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Ryan Russo
Director, Department of
Transportation

SUBJECT: BRT Construction Progress

DATE: March 18, 2019

City Administrator Approval

Date:

3/28/19

RECOMMENDATION

Staff Recommends That The City Council Receive Progress Reports From The Alameda - Contra Costa County (AC) Transit District On BRT Project Infrastructure and Station Platform Construction (Bid Package #3) And From The Oakland Department of Transportation On Supplemental Bid Package #3 Programs.

EXECUTIVE SUMMARY

This report provides the Oakland City Council with AC Transit East Bay Bus Rapid Transit (BRT) Project information as follows:

- A progress report from AC Transit on the BRT Project Infrastructure and Station Platform Construction Project (Bid Package #3) and
- Updates from the Oakland Department of Transportation (DOT) on supplemental projects.

The AC Transit BRT Project construction is fast approaching the sixty percent (60%) project complete threshold and must average four percent (4%) progress per month from March through December 2019 to achieve project completion and start Revenue Service in December 2019. A total of 18 BRT platforms (six in San Leandro and twelve in Oakland) comprising 15 BRT stations are in interim condition status and will soon be ready for the final stage of construction which is to install the concrete "topping" slab and other platform amenities.

Oakland DOT in cooperation with lead agency AC Transit is developing several projects to supplement the base BRT Project construction program. These projects will install pedestrian scale lighting, repair sidewalk damage, and construct curb ramps on International Boulevard; install new parking meters pursuant to the Council adopted BRT – Parking impact Mitigation Plan, and prepare supplemental parking improvement and transportation demand management plans for the BRT corridor in Oakland.

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A separate concurrent agenda report provides the Oakland City Council with BRT Project information as follows:

- A report from AC Transit on Public Outreach and Project Labor Agreement / Construction Careers programs; and
- Progress reports from the Housing and Community Development Department (HCD) on the BRT Business Sustainability Program Business Technical Assistance and Business Assistance Fund elements.

BACKGROUND / LEGISLATIVE HISTORY

Project Description

The \$216 million East Bay BRT Project will ultimately extend approximately 9.52 miles from Downtown Oakland to the San Leandro BART Station and is designed to provide superior public transit through one of Oakland's busiest corridors. The BRT service will feature 7-minute headways, light-rail-like bus stations with Americans with Disabilities Act (ADA) compliant passenger amenities, Traffic Signal Priority (TSP) for advancing buses through signalized intersections, passenger safety features, diesel-electric hybrid, dual sided 5-door buses, dedicated bus lanes, and improved pedestrian, bicycle, and passenger facilities along the entire corridor.

The BRT route runs from the northern transfer station at Broadway and 20th Street in Oakland to the City of San Leandro Bay Area Rapid Transit (BART) Station. In Oakland, project features include 18 sidewalk stations (9 pairs) on Broadway, East 11th Street and East 12th Streets, and 20 center median stations serving the dedicated bus transit way from International Boulevard & 14th Avenue to the San Leandro border.

The BRT passes through diverse neighborhoods with equally diverse characters and business climates including the Downtown, Chinatown, Eastlake, San Antonio, Fruitvale, Havenscourt-Lockwood, Hegenberger, and Elmhurst areas of Oakland.

Legislative History

In 1998 AC Transit completed numerous studies that had been in the works for years to develop the current BRT project. The City of Oakland participated on a technical and policy level on each of these studies. The 1998 "Major Investment Study" examined multiple modes on multiple corridors. After that study, in 2001, the Policy Steering Committee chose Bus Rapid Transit on the Telegraph Avenue/International Boulevard corridor from Downtown Berkeley to San Leandro as the preferred project. Following this choice, AC Transit worked on preliminary design and environmental analysis of the preferred project, and released the Draft Environmental Impact Statement Report (DEIS/R) in May, 2007. In July 2007, the City of Oakland formally submitted comments that addressed route alignment, traffic, parking, economic impact, construction, roadway maintenance and operational impacts, and other areas.

Locally Preferred Alternative (LPA)

In April 2010, the City of Oakland selected a "Locally Preferred Alternative" (LPA) for analysis in the Final Environmental Impact Statement/Report (FEIS/R) (Resolution No. 82690 C.M.S.); this Locally Preferred Alternative (LPA) incorporated bicycle, pedestrian and vehicular improvements in addition to the proposed Bus Rapid Transit Project.

As noted above, the original project was envisioned to run from San Leandro to Downtown Berkeley. However, the City of Berkeley did not approve an LPA and the BRT project components in the FEIS/R thus terminated at the Berkeley border. In January 2012 AC Transit released the FEIS/R on the East Bay Bus Rapid Transit Project. The FEIS/R included a new alternative, the Downtown Oakland to San Leandro (DOSL) line that terminated the alignment in downtown Oakland. On April 24, 2012 AC Transit certified the FEIS/R and chose the DOSL as the LPA.

The project requires that the local jurisdictions also certify the final alternative and on July 17, 2012, the City of Oakland formally endorsed the DOSL (Resolution No. 84106 C.M.S.). As a part of that action the City Council also passed Oakland's Conditions of Approval, formalizing the terms of construction and final project that had been negotiated with AC Transit.

Parking Impact Mitigation

On September 30, 2014, the BRT Policy Steering Committee passed a motion recommending that the AC Transit Board approve the Parking and Business Impact Mitigation Plans for Phase I construction (Advanced Utility Relocations; Fruitvale Bypass and Off-Street Parking Lot), and authorize the General Manager to allocate up to \$2.5 million in BRT Project funds to the development and implementation of the Oakland Business Sustainability Program.

On November 18, 2014, the City Council unanimously adopted Resolution No. 85283 C.M.S. approving the East Bay Bus Rapid Transit (BRT) Project Business Impact Mitigation Plan for Advanced Utility Relocations (Bid Package 1) and the Parking and BRT Business Impact Mitigation Plans for Fruitvale Bypass and Off-Street Parking Lot Construction in the Fruitvale and Elmhurst Areas of Oakland (Bid Package 2).

On June 7, 2016, the City Council adopted Resolution No. 86223 C.M.S. approving AC Transit's Construction Impact Mitigation Plan for the East Bay Bus Rapid Transit (BRT) Project Phase II: Infrastructure and Station Platform Construction Program (Bid Package #3) dated January 13, 2016, as Appended to include: BRT Corridor – Beneficial Use and Interim Operations Plan (Appendix F), AC Transit Business Technical Assistance Program Description (Appendix G), and BRT Neighborhood Traffic Management Program Description (Appendix H), all dated March 10, 2016.

Also on June 7, 2016, City Council Resolution No. 86224 C.M.S. adopted the Oakland Parking Analysis (Final Parking Impact and Parking Improvement Plans for Downtown through Durant Avenue) prepared by Fehr & Peers as the BRT - Parking Impact Mitigation Plan (PIM-p) and adopted the recommendations therein for phase one parking improvements to be completed under the BRT Infrastructure and Station Platform Construction Project (Bid Package 3).

Resolution No. 86224 C.M.S. authorized the City Administrator to immediately allocate up to \$300,000 in Measure BB funds to develop a supplemental (post-construction) BRT Corridor Parking Management Plan. No. 86224 also directed the City Administrator to bring forward a budget proposal to improve approximately 324 on-street parking meter locations in high-use commercial districts, and reconstruct approximately 35 abandoned driveways in coordination with Bid Package 3 construction, at the estimated total cost of \$855,000.

ANALYSIS AND POLICY ALTERNATIVES

BRT Project Construction Status

The AC Transit BRT Project Infrastructure and Station Platform Construction Project (Bid Package #3) milestone 1 activities in Segment A (42nd Ave to San Leandro Transit Center) have progressed to interim condition status, except in Zone 9. This means the outside area improvements (curb ramps, sidewalks, drainage, signals, communication conduit and road rehabilitation) and median improvements (median curbs, station platforms and roadway reconstruction) are complete.

The electrical contractor Mike Brown Electric (MBE) has installed the fiber communications conduit in advance of installing the fiber optic cable and is energizing and activating portions of the new signal system and street lights throughout the segment. A total of 18 BRT platforms (six in San Leandro and twelve in Oakland) comprising 15 BRT stations are in interim condition status and will soon be ready for the final stage of construction which is to install the concrete "topping" slab and other platform amenities. Major roadway construction activities started in Zone 9 in December 2018 with survey, staking of work areas signal pole foundation placement and major roadway work is expected to start in January 2019.

Milestone 2 activities in Segment B (20th Street at Broadway to 42nd Avenue) continue since August 2018 in Zones 3 through 6 from 2nd Avenue at Lake Merritt to Derby Avenue and 33rd Ave to 42nd Ave in the Fruitvale District. Construction activities include building outside area improvements such as curb ramps, sidewalks, drainage, concrete bus pads, and road rehabilitation, foundations for the new signal and lighting system, and installation of the communications conduit. The contractor is also working in Zone 3 along E12th St. at 11th Ave to relocate an East Bay Municipal Utility District (EBMUD) waterline. Relocations of TPx and Verizon Communications lines in Zones 1 and 2 are complete. Relocations of Comcast pull boxes in Zone 3 and a line in Zone 1 is expected to be complete by the end of March 2019.

Milestone 3 activities (milling, curb to curb paving, traffic loop installation, canopy installations, signing and striping, etc.) are continuing in Segment A. Curb-to-curb paving and striping is complete. 16 canopies have been installed to date. Two large-size 48 foot canopies are expected to be installed at 73rd Ave and High St. stations by the end of March 2019

Looking ahead, the District is finalizing permit applications with BART and City of Oakland to begin work in Zones 1 and 2 and the southern end of Zone 6 between Derby and Fruitvale. We anticipate permit issuance in Early April and work to start shortly thereafter. The contractor will continue all major civil and electrical improvements in Zone 9 and the remainder of Segment B. Northern Layover:

The Northern Layover location is an on-street facility on San Pablo Avenue between West Grand Avenue and 21st Street. It will include a stand-alone restroom facility on Caltrans property adjacent to the on-street facility. The decision to place the Northern Layover Facility at this location requires a CEQA/NEPA analysis, which is in process. The District will finish the CEQA/NEPA analysis before starting the construction in summer 2019.

See Attachment #1: BRT Corridor – Beneficial Use and Interim Operations Plan, which was approved by Council as part of the larger Business Impact Plan for the AC Transit BRT Infrastructure and Station Platform Construction Program (Resolution No. 86223).

BRT - Bid Package #3 Supplemental Projects

The City Department of Transportation in cooperation with lead agency AC Transit is developing several projects to supplement the base BRT Project construction program. These projects will install pedestrian scale lighting, repair sidewalk damage, and construct curb ramps on International Boulevard; install new parking meters pursuant to the Council – adopted BRT – Parking impact Mitigation Plan, and prepare supplemental parking improvement and transportation demand management plans for the BRT corridor in Oakland.

Table 1: Bid Package #3 – Planned City of Oakland Supplements

Category and Item	Budget (millions)	Funding Source
BRT- Bid Package #3 Supplements		
1. Int'l Blvd Pedestrian Lighting and Sidewalk Improvements		
1.A Camino 23 Transportation Related Improvements (TRI)	\$726,050	AHSC
1.B Lake House Development TRI	\$460,000	AHSC
1.C 95 th Avenue Development TRI	\$857,000	AHSC
2. ADA Curb Ramp Transition Plan Project	\$1,300,000	MBB
3. OakMob Transportation Demand Management Project	\$250,000	ACTC
4. Phase I Parking Improvements (new meters, etc.)	\$855,000	TBD
5. Phase II Supplemental Parking Management Plan	\$300,000	MBB
Total	\$4,748,050.00	

Acronyms:

- ACTC: Alameda County Transportation Commission
- AHSC: Affordable Housing and Sustainable Communities (Cap & Trade) Grant
- MBB: Measure BB
- TBD: To be determined

Item #1, International Boulevard Pedestrian Lighting and Sidewalk Improvements Project will install new pedestrian lighting and repair sidewalk damage in areas not scheduled for improvement under base BRT Project. The Project area stretches from 1st Avenue to Durant Avenue. The current funding source is the Affordable Housing and Sustainable Communities (AHSC), or "cap and trade", grant program. The pending and received AHSC grants are as follows:

Item #1.A: This subproject area stretches from 22nd Avenue to Fruitvale Avenue. The SAHA Camino 23rd Avenue affordable housing development is currently under construction, with anticipated completion in fall of 2019. This cap and trade grant was received by Council in February 2015 (Resolution No. 85414) and includes \$726,050 for transportation related improvements (TRIs). The DOT Great Streets Delivery division is currently readying to bring the construction contract award agenda report and resolution forward to the Council Public Works Committee.

Item #1.B: This subproject area stretches from 1st Avenue to 5th Avenue. The Lake House AHSC grant was awarded in (October 2016) and included \$460,000 for pedestrian lighting within the project boundaries. Council authorized this AHSC grant in June 2016 (Resolution No. 86217 C.M.S.). Funding will be available when the Lake House project reaches its final disposition agreement with the state, and at that time the DOT Great Streets Delivery division will bring the requisite construction contract award agenda report and resolution forward to the Council Public Works Committee.

Item #1.C: This subproject area stretches from 92nd Avenue to 99th Avenue. The 95th AHSC grant award is pending (submitted, not yet awarded) and would include \$857,000 for pedestrian lighting and street crossing improvements within the project boundaries. Once this AHSC grant is awarded, the DOT Great Streets Delivery division will proceed to preparing construction documents.

This Project was the subject of a Active Transportation Program grant from the California Transportation Commission (CTC). Plans, specifications and estimates were completed and bids were obtained within grant parameters. The Project was not awarded, however, due to bid irregularities. The CTC rejected the City's subsequent request for a time extension and rescinded funding on 6/30/2018. The DOT plans to identify funding for work not covered by the AHSC grants listed above during the FY 2019-21 budget cycle.

Item #2, Street corners along the BRT Project corridor in Oakland that are not directly impacted by BRT Project construction are being improved under the City's ADA Curb Ramp Transition Plan Project. City contractors are constructing or reconstructing approximately 250 curb ramp locations in coordination with the AC Transit construction program. To date the City contractors have constructed or reconstructed about 60 locations, and work is approximately 24% complete.

Item #3, OakMob Transportation Demand Management (OakMob TDM) Program will use a personalized marketing approach to engage corridor residents and businesses during the forthcoming BRT Project testing and startup phase. The program aims to increase bus ridership, walking, bicycling, and car sharing while reducing the number of single-occupancy vehicle trips. The Program is intended to be a two-year pilot to reach 50% of residents and business owners within the program area.

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Item #4, As discussed in the Parking Impact Mitigation section of this report, this program underwrites phase one parking improvements listed in the Council-adopted BRT parking impact mitigation plan but not otherwise required by the federal environmental impact study and report. These parking meter and curb and gutter improvements will be completed under upcoming phases of the BRT – Bid Package #3 construction program, and work will be cooperatively done by AC Transit's contractor, on-call Transportation Engineering contractors and City staff.

Item #5, As discussed in the Parking Impact Mitigation section of this report, the DOT Parking and Mobility division is coordinating a Supplemental Parking Management Plan for the International Boulevard corridor between 1st Avenue and Durant Avenue. The supplemental plan will be developed during the forthcoming BRT Project testing and startup phase.

An updated baseline parking inventory and occupancy study was completed by Fehr & Peers in May 2018, largely in advance of major BRT Project construction. In a draft memorandum, they concluded that parking occupancy rates within walking distance of International Boulevard in Oakland tend to be higher in the western half of the corridor and within 500 feet of International Boulevard. The westernmost section analyzed, between 1st Avenue and 14th Avenue, was at practical capacity within 500 feet of International Boulevard, with above-average occupancy rates in the section even 500 feet to 1,500 feet away. The sections encompassing 23rd Avenue to 55th Avenue had occupancy rates above 75% within 500 feet of International Boulevard, though there was spare parking capacity further away from International Boulevard.

FISCAL IMPACT

This is an update on the ongoing BRT Project with no new fiscal impact.

PUBLIC OUTREACH / INTEREST

Community and business engagement is the subject of a separate concurrent agenda report

COORDINATION

The Oakland Public Works Department (OPWD) has been working in close coordination with the Department of Transportation, AC Transit, Caltrans, the City of San Leandro, and the BRT construction contractors in the review of construction documents and schedules, analysis of work phasing proposals, and construction oversight of the various stages of the BRT construction project. AC Transit is responsible for construction management and inspection of the project, but OPWD assists in the procurement of City permits, coordination of utility work, quality assurance, and the overall adherence to the City's conditions and requirements of the project.

SUSTAINABLE OPPORTUNITIES

Economic:

The AC Transit BRT Project is investing almost \$183,000,000 in improving bus transit and providing other related and significant benefits to the people living, walking, and working on or near the Broadway, East 12 Street, and International Boulevard corridors between downtown Oakland and the San Leandro border. During the construction period, the project will create approximately three hundred construction jobs, and four hundred additional local jobs in retail, services, and manufacturing during the construction period. BRT lines with permanent stations, like the one proposed for Oakland, have been a transit and economic success in other cities, including Los Angeles' (Orange Line), Boston (Silver Line), and Cleveland (RTA HealthLine).

Environmental: AC Transit is purchasing 27 / 60-foot, articulated, low-floor, diesel-electric hybrid motor coaches with doors on both the right (three doors) and the left (two doors) sides to enable boarding from side or center platforms. Buses will include interior bike racks, capable of storing a minimum of three bicycles. Extensive roadway improvements under the BRT Project include repaving streets, extending or constructing bicycle lanes, helping to meet the public access goals of the City's International Boulevard Transit-Oriented Development Plan (2011).

Social Equity: The BRT Project will significantly improve transit line service in the most heavily utilized transit corridor in Oakland. Increased transit ridership depends on the reliability of BRT service, high-quality of the station areas and access to those stations, as well as the increased frequency of buses and speed of travel on the line. The frequency of BRT buses will increase to 7 minute headways (seven minutes between buses). Additionally, the BRT Project is installing permanent, lighted and secure bus stations that allow pre-paid, level floor boarding, and other modern transit technology upgrades for using dedicated bus lanes that provide safe accessibility from both sides of the street.

Another feature of the BRT Project is that the City's Conditions of Approval for the BRT Project require that the project pave City streets, construct curb ramps and other disability access features, construct lighted and safe pedestrian improvements and bicycle lanes, add new street lights at stations and crossings, and maintain new facilities along the project corridor.

CEQA

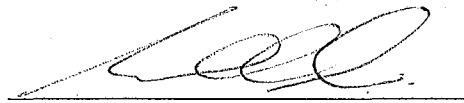
In its action on July 17, 2012, the Oakland City Council adopted as its own the California Environmental Quality Act, CEQA-related findings of AC Transit for the BRT Project; adopted the DOSL as the Locally Preferred Alternative for the BRT Project; and required that the AC Transit append the City Conditions of Approval to the BRT Project (C.M.S. 84016). AC Transit is responsible to amend and recertify the Final Environmental Impact Study and the Federal Record of Decision for the BRT Project as necessary to incorporate the Oakland Conditions of Approval and other changes to the base plans, specifications and costs.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Receive Progress Reports From The Alameda - Contra Costa County (AC) Transit District On BRT Project Infrastructure and Station Platform Construction (Bid Package #3) And From The Oakland Department of Transportation On Supplemental Bid Package #3 Programs.

For questions regarding this report, please contact Christine Calabrese, BRT Program Manager, 510-238-3532.

Respectfully submitted,



for RYAN RUSSO
Director, Oakland Department of Transportation

Reviewed by:
Wlad Wlassowsky, Assistant Director
Oakland Department of Transportation

Prepared by:
Christine Calabrese, BRT Program Manager
Oakland Department of Transportation

Attachments (1):

A.1: BRT Corridor – Beneficial use and Interim Operations Plan

FILED
OFFICE OF THE CITY CLERK**APPENDIX F – BRT Corridor - Beneficial Use
and Interim Operations Plan**

March 10, 2016

SUMMARY:

This appendix sets forth guidelines and principles that will govern the way AC Transit and its construction contractor, in coordination with its agency partners (Caltrans, the City of Oakland, and the City of San Leandro), will provide beneficial use of the corridor during the Infrastructure and Station Platform Construction Phase (Bid Package 3).

The goal of the BRT Corridor - Beneficial Use and Interim Operation Plan is to manage the overall Bid Package 3 (BP3) construction project in such a way as to maintain, to the maximum extent possible, business operations, property owner functionality and resident access and use of the corridor. Bid Package 3 construction is set to commence in Spring 2016 and end in Winter 2017.

The proposed project will improve transit service along the corridor and will also enhance the corridor to be more pedestrian and bicycle friendly. As an overall result of the BRT project, some existing traffic lanes will be permanently changed from general public usage to restricted and dedicated "Bus Only" lanes. These improvements are consistent with the City of Oakland 2011 Transit Oriented Development Plan. The transition from the existing conditions along the corridor to final build out of the BRT improvements will require a thoughtful strategy to balance the current and future operations. Specifically, during the period when portions of the BRT project are completed but the entire BRT system is not operating, AC Transit will endeavor to minimize the construction impacts and to maximize public usage of the improvements. Ensuring beneficial use generally means providing adequate on-street parking; allowing general use of two vehicles lanes in each direction; and limiting the "mothballing" of new and existing infrastructure (i.e. constructed and then covered or left unused until the entire construction phase complete).

The beneficial use goal must also be balanced against the need to provide reasonable access along the corridor to allow the contractor to efficiently complete the BRT Project construction. The contractor needs to complete the work within budget and on schedule. As well, AC Transit needs the flexibility to perform start-up, testing and training; and initiate temporary BRT-Light service with local buses, thereby minimizing the overall disruption and duration of construction in the corridor.

CONSTRUCTION PERFORMANCE PRINCIPLES AND GUIDELINES:

AC Transit established the key principles below for beneficial use and interim operations of the project corridor during construction. To the maximum extent possible, the District will:

1. Maintain use of existing vehicle lanes.
2. Maintain or improve existing on-street parking.
3. Minimize changes to bus stop locations.
4. Maintain existing bus shelters and existing service levels.
5. Retain existing bike lanes/routes.
6. Maintain pedestrian sidewalk access throughout the corridor.
7. Use the new infrastructure and the bus-only lanes, if deemed safe, for system start-up and testing and to initiate temporary BRT-Light service with local buses.

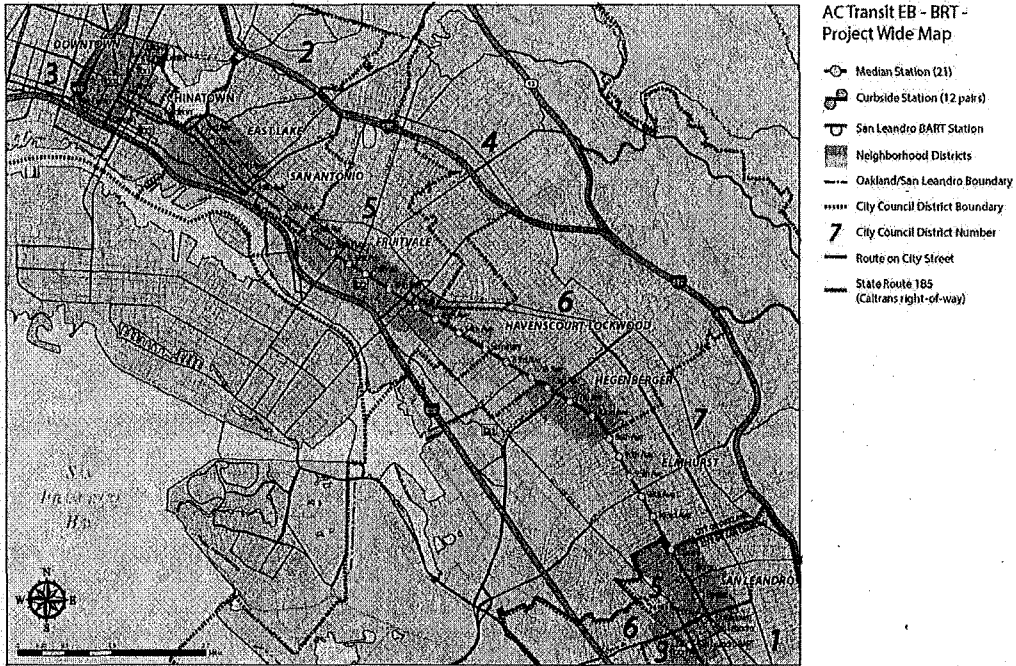
These key principles are based on an assessment of the construction corridor and are reflected in enforceable elements of the construction contract specifications which include,

1. Pre-determined work zones.
2. Pre-set work sequence and progression of work.
3. Requirement to continuously maintain a minimum of 60% of existing parking stalls within each construction zone.
4. Requirements to communicate temporary parking loss and locations of replacement on-street and off-street parking in the vicinity. Mandatory wayfinding signage to temporary and permanent alternative parking facilities.
5. Requirements to provide signage with specific dates and hours of temporary no parking zones. Advance notification of 72 hours will be required for no parking restrictions.
6. Direction to preserve existing loading zones or provide temporary loading zones as close to the existing loading zones as possible.
7. Requirement for contractor to coordinate with CCRM on providing construction status updates to the community..
8. Requirement for a minimum of six portable changeable message signs with horizontal displays to show regularly updated messages provided by the District at locations designated by the Resident Engineer to accommodate changing construction activities and provide advance notifications of these changes.

9. Intermediate construction milestones tied to financial penalties if the Contractor is not able to maintain the schedule.
10. Financial penalties on the Contractor for failure to comply with the lane requirements and late relinquishing of parking spaces.
11. Specific milestone for final pavement overlay.
12. Mandatory coordination with concurrent construction projects and work, including City's Curb Ramp Contractor.
13. Prescribed work order sequence for traffic signal & lighting work to minimize disruption.
14. Caltrans Lane Closure Development and Delay calculation methodology is used to ensure lane closures will not result in delays greater than 15 minutes.
15. Temporary paving, signing, and striping and traffic signals to maintain 2 lanes in each direction and existing parking to the maximum extent possible in the work zones with no active construction. System testing or training activities may require closure of the bus only lanes for general vehicle use.
16. Requiring "Traffic Control and Construction Operations Contingency Plan" and "Incident Management Plan" to ensure that the Contractor can quickly mobilize to modify lane closures to restore or minimize the traffic effects when congestion or delays exceed the original estimates.
17. Interim Conditions – Operational Plans
 - a. District and Contractor will jointly develop Zone and Station Phasing Plan (ZSPP) for intermediate conditions while ensuring City has input to the plan.
 - b. District and Contractor will jointly develop Traffic Control Plan (TCP) for interim conditions and submit to the City for approval.
18. Availability of Vehicle Traffic Lanes
There are portions of the corridor that may require permanent reduction of vehicle lanes as part of the construction. Therefore it may not always be possible to maintain two uninterrupted lanes of traffic each way at all times.

PROJECT DESCRIPTION:

The Alameda-Contra Costa Transit District (AC Transit) plans to construct stations, infrastructure and components necessary to improve traffic operations and minimize congestion along an approximately 9.5-mile arterial corridor through the cities of Oakland and San Leandro in Alameda County, California. The project corridor starts at 20th St. Downtown Oakland, along Broadway, 12th Street and 11th Street around Lake Merritt to International Boulevard and E 12th Street and 14th Avenue in Oakland, continuing on to International Blvd. to East 14th Street in San Leandro, onto Davis Street, San Leandro Boulevard and terminating at San Leandro Bay Area Rapid Transit (BART) station.



BRT’s innovative transit technology will feature 60-foot, articulated, dual-sided 5-door, diesel-electric hybrid, low-emission, high-capacity vehicles with wide doors, improved lighting and Americans with Disabilities Act (ADA) components. BRT buses will have real-time travel information, level and pre-paid boarding and operate on dedicated bus lanes to ensure reliable, faster point-to-point connections. The system will also include high-technology traffic management equipment, raised platforms with canopies, security cameras and improved pedestrian and bicycle access. BRT provides access to five BART stations within the Project area, increasing intermodal access to and from destinations within the corridor.

OVERVIEW OF PROJECT CONSTRUCTION PHASING:

The Infrastructure and Station Platform Construction (Bid Package 3) consists of constructing new raised curbside and median station platforms along the Project corridor. The construction in the project corridor is anticipated to last a minimum of 20 months, beginning in spring 2016 and will be substantially complete by end of summer 2017. The contractor is required to complete the work in 6 Milestones as indicated in the Figure 1 – Milestone and Phasing Plan. The majority of the civil elements, the foundations and concrete for station platforms, and the installation of the station platform conduit will be completed under milestone 1, Dec 2016 and milestone 2, Nov 2017.

The project corridor is divided into two segments (Segment A – Caltrans Sector and Segment B – Oakland Sector), four (4) phases and 16 construction zones, as shown in Figure 1. Each segment has two (2) phases and each phase has three (3) to four (4) construction work zones. Each construction work zone is typically 10 to 12 blocks long. The Segment A limits are between 42nd Avenue and Davis Street on International Boulevard / E 14th Street and on Davis Street between E 14th Street and San Leandro Blvd. The Segment B limits are between Downtown Oakland and 41st Avenue on International Blvd.

Within the City of Oakland city limits there are 13 construction work zones (zones 1 through 13) along the project corridor plus the Northern Layover facility (zone 16). Within the City of San Leandro city limits there is one construction work zone (zone 14) plus the San Leandro Transit Center (zone 15).

The infrastructure and station platform construction activities within each construction work zone will require temporary modifications while stations and other infrastructure improvements are under construction. These temporary modifications include lane closures, lane access and striping, lane transitions, interim signal operations, pedestrian walkways, parking spaces and consolidation and relocation of existing local bus stops.

PROJECT ZONES:

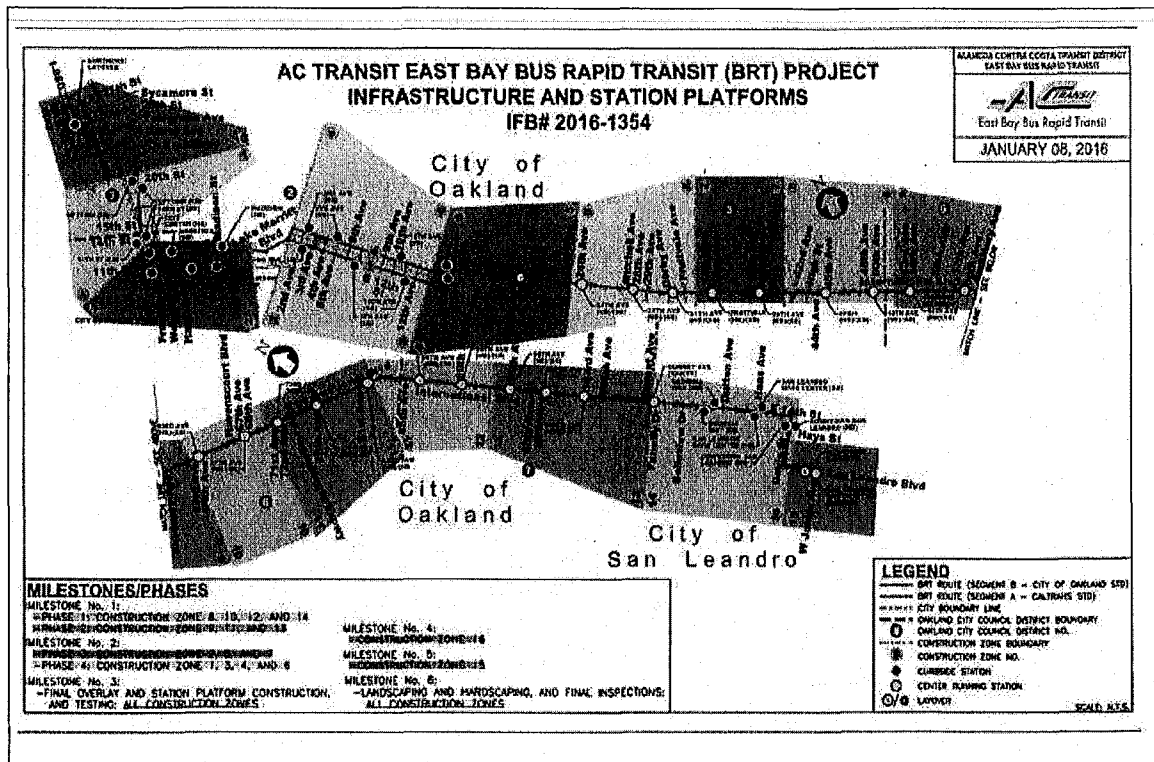


Figure 1 – Milestone and Phasing Plan

- Zone 1 – Broadway (between 20th and 11th Streets) Includes Northern Layover
- Zone 2 – 12th Street (between Broadway and Lake Merritt Blvd.) and 11th Street (between Broadway and Lake Merritt Blvd.)
- Zone 3 – E. 12th Street (between Lake Merritt Blvd. and 14th Avenue)
- Zone 4 – International Blvd. (between Lake Merritt Blvd. and 14th Avenue)
- Zone 5 – 14th Avenue (between 12th and Internal Blvd.) and International Blvd. (between 14th and 23rd Avenues)
- Zone 6 – International Blvd. (between 23rd and 32nd Avenues)
- Zone 7 – International Blvd. (between 32nd and 41st Avenues)
- Zone 8 – International Blvd. (between 41st and 52nd Avenues)
- Zone 9 – International Blvd. (between 52nd and 62nd Avenues)
- Zone 10 – International Blvd. (between 62nd and 71st Avenues)
- Zone 11 – International Blvd. (between 71st and 82nd Avenues)
- Zone 12 – International Blvd. (between 82nd and 94th Avenues)
- Zone 13 – International Blvd. (between 94th Avenue and Durant Blvd.)
- Zone 14 – E. 14th St. (between Durant Blvd and Davis St) and Davis St (between E. 14th and San Leandro Blvd)
- Zone 15 – San Leandro Transit Center at BART Station and San Leandro Blvd (between Davis St and W. Juana Ave)
- Zone 16 – Northern Layover at Northgate Ave (between Sycamore St and 24th St)

BENEFICIAL USE AND INTERIM OPERATION PERIOD

Milestone 1 - Year 1 Construction (Spring 2016 Through Winter 2016/17)

The District will implement the BRT portion of its board-approved Service Expansion Plan (SEP) in June 2016. This plan involves the consolidation of the existing Lines 1 and 1R along the BRT corridor and their associated bus stops into the new BRT bus stop locations. These initial locations are intended to be temporary/interim and in proximity to the final BRT station location based on operational needs, but may not coincide with the final station locations. During this milestone the contractor will be working in seven (7) construction work zones to perform construction of

- Fifteen (15) median station platforms adjacent to dedicated bus only lanes
- Six (6) curbside station platforms with mixed flow lanes.
- curb-to-curb pavement reconstruction activities within 400-500 feet of the each station platform.
- Improvements at intersections (curb ramps, curb-bulbs, traffic signals, pedestrian lighting, pedestrian crosswalks etc.) and medians between the stations.

The Contractor is required to maintain 2 lanes in each direction and 60% of existing parking configuration to the maximum extent possible while ensuring less than 15 minutes of traffic delays due to lane closures and transitions with temporary signing, striping and signals between the areas with curb-to-curb pavement reconstruction and mill & overlay. The duration of the construction of the seven (7) zones is expected to be 10-12 months.

After substantial construction completion on Segment A (State Highway 185) AC Transit will use the median dedicated 'Bus Only' lanes for Testing, Training and transit service if deemed safe. Outside of the times when the dedicated 'Bus Only' lanes are reserved for the exclusive use of AC Transit, the bus only lane may be made available as a second vehicle lane for use by the general public until final paving and striping is completed..

Milestone 2 - Year 2 Construction (Winter 2016/17 through Substantial completion Fall 2017)

During this milestone the contractor will be working in seven (7) construction work zones to perform construction of

- Six (6) median station platforms adjacent to dedicated bus only lanes;
- Eighteen (18) curbside station platforms with a combination of mixed flow lanes and curb-side bus only lanes.
- curb-to-curb pavement reconstruction activities within 400-500 feet of the each station platform.

- Improvements at intersections (curb ramps, curb-bulbs, traffic signals, pedestrian lighting, pedestrian crosswalks etc.) and medians between the stations.

“Mothballing” of curb-side bus only lanes will not be allowed as contractor needs to maintain access to abutting properties at all times during construction. The Contractor is required to maintain 2 lanes in each direction and 60% of existing parking configuration to the maximum extent possible while ensuring less than 15 minutes of traffic delays due to lane closures and transitions with temporary signing, striping and signals. The duration of the construction of the seven (7) zones is expected to be 10-12 months.

After substantial construction completion, AC Transit will use the median and curb-side dedicated 'Bus Only' lanes for Testing, Training and transit service if deemed safe.. Outside of the times when the dedicated 'Bus Only' lanes are reserved for the exclusive use of AC Transit, the bus only lane may be made available as a second vehicle lane for use by the general public until final paving and striping is completed.

AC Transit will use various community outreach tools (BRT website, newsletters, project meetings, social media etc.) to advise community of traffic and schedules changes based on the construction.

Milestones 3-6 - Year 2 System Integration (Summer 2017 through Start of Revenue Service Nov 2017)

- Milestone 3
 - Curb to Curb milling and Final overlay.
 - Station Platforms construction
 - Canopies and Station Amenities Installation
 - System Start-up and Testing activities
 - All aforementioned construction protocols for corridor management will remain in force until start of revenue service.
- Milestone 4 – 6
 - Northern Layover Facility Construction (milestone 4)
 - San Leandro Transit Center Construction (milestone 5)
 - Landscaping / Hardscaping (milestone 6)
 - Final Inspection of all construction zones (milestone 6)