

**City and County of San Francisco  
Department of Public Works  
TABULATION OF BIDS**

SOURCING ID: 0000007555  
CONTRACT TITLE: PW MAIN STREET IMPR PHASE I  
FULL TITLE: Main Street Improvements Phase I

BIDS RECEIVED: May 7, 2025

<u>BIDDERS (in the order received &amp; opened):</u>	<u>LBE Status Claimed</u>	<u>Total Bid Price</u>
R&S Construction Management Inc.	Micro-LBE 10%	\$9,497,756.00
Esquivel Grading & Paving, Inc.	Small-LBE 10%	\$9,241,205.70
Precision Engineering, Inc.	Small-LBE 10%	\$10,912,487.00
Bay Area Lightworks, Inc.	Small-LBE 10%	<b>\$9,202,562.00</b>
A. Ruiz Construction Company	Small-LBE 10%	\$9,253,176.00
Average Bid:		\$9,621,437.34
Engineer's Estimate:		\$8,582,305.58
% of Engineer's Estimate:		112%
% of Engineer's Estimate vs. Low Bid Received		107%

**[Redacted]** = Indicates a correction after review.

cc:	Arun Bhatia	Carla Short	Albert Ko
	Iqbalbhai Dhapa	Au Bui	Service Desk
	Ed Yee	Patrick Rivera	Nicolas Huff
	Queenena Chen	Cyril Velasquez	All Bidders

For complete subcontractor listings, check: <https://bidopportunities.apps.sfdpw.org/CaseLoad/Details/2613>



## MEMORANDUM

Date: May 30, 2025

To: Arun Bhatia, Public Works  
Dennis Lam, Public Works

From: Queena Chen, Contract Monitoring Division

Subject: CMD Review of Bids Submitted on May 7, 2025 for Main Street Improvements Phase I,  
Sourcing Event: 0000007555

**Bay Area Lightworks, Inc. ("BAL") is the apparent low bidder after the bid discount.**

The bid discount was applied to bidders who are certified by the Contract Monitoring Division, ("CMD") as an LBE in the type of work that is specified for the bidder by the Contract Awarding Authority. [Sec. 14B.7(D)]

Bidder	LBE Status, Type and Size	Base Bid	Bid Discount	Adjusted Bid with Bid Discount
Bay Area Lightworks, Inc.	SF LBE - MBE (Micro)	\$9,150,502.00	10% = \$915,050.20	\$8,235,451.80
Esquivel Grading & Paving, Inc.	SF LBE - MBE (Small)	\$9,241,205.70	10% = \$924,120.57	\$8,317,085.13
A. Ruiz Construction Company	SF LBE - MBE (Micro)	\$9,253,176.00	10% = \$925,317.60	\$8,327,858.40
R&S Construction Management Inc.	SF LBE - MBE (Micro)	\$9,497,756.00	10% = \$949,775.60	\$8,547,980.40
Precision Engineering, Inc.	SF LBE - OBE (Small)	\$10,912,487.00	10% = \$1,091,248.70	\$9,821,238.30

**BAL satisfactorily demonstrated how they will meet the LBE subcontractor participation requirement.**

A combination of Micro-LBE and Small-LBE participation will count toward LBE subcontractor participation compliance. BAL's commitment for this contract:

	Requirement %	Commitment %
Micro/Small LBE	20%	33.15%

**In their bid, BAL listed the following subcontractors on this contract.**

Supplier Name	Scope of Work	LBE	LBE Size	LBE Percent	Percent Of Work	Listed Amount
DR Traffic Control, LLC	Traffic control plans	LBE	MICR	100%	2.19%	\$200,000.00
Apex Testing Laboratories	Concrete Testing	LBE	SML	100%	0.55%	\$50,000.00
Reliance Engineering	OV-items	LBE	MICR	100%	3.30%	\$302,100.00
Catmex	Landscaping	LBE	MICR	100%	0.61%	\$55,709.00
Esquivel Grading & Paving	Paving	LBE	SML	100%	2.21%	\$205,040.75
Bauman Landscape	Concrete R Bid Items	LBE	SML	100%	15.31%	\$1,401,548.00
Bassett Engineering	Water and Sewer	LBE	MICR	100%	8.99%	\$976,807.00
ABM Electrical Power Services, LLC	Ground system test, Traction Power cable				0.36%	\$32,560.00

Esquivel Grading & Paving's portion of work is credited for \$202,235.75 because the listed amount included \$2,805.00 of contingency items.

Bauman Landscape's portion of work is credited for \$1,400,498.00 because the listed amount included \$1,050.00 of contingency items.

Bassett Engineering's portion of work is credited for \$822,601.00 because the listed amount included \$124,936.00 of contingency items and Bassett further subcontracted out \$28,366 to Exaro, an Non-LBE.

**BAL satisfied the "Good Faith Efforts" requirement.**

BAL utilized Approach A and exceed the LBE subcontractor participation requirement by 35%.

**CMD finds BAL is responsive to pre-award requirements of Chapter 14B. Once awarded, the contract will be monitored for compliance with the LBE subcontractor participation commitment, as well as other 14B requirements.**

Primary CMD contact for the contract: Queena Chen, [queena.chen@sfgov.org](mailto:queena.chen@sfgov.org)

CMD must be contacted immediately for:

- Subcontractor addition/substitution;
- Contract modification that cumulatively increases the original contract value by 20%;
- Prompt payment issues;
- Any other issues pertaining to LBE subcontractor participation

Noncompliance may result in penalties, including monetary fines. Please communicate with CMD early.

QC



## **CEQA STATUTORY EXEMPTION DETERMINATION** **Public Resources Code Section 21080.25**

*Date Issued:* June 12, 2023  
*Project Name:* **Main Street Streetscape Project**  
*Record No.:* **2023-005241ENV**  
*Project Sponsor:* Arun Bhatia, San Francisco Public Works  
*Staff Contact:* Ryan Shum, [ryan.shum@sfgov.org](mailto:ryan.shum@sfgov.org), (628) 652-7542

### **PROJECT DESCRIPTION**

The proposed project would improve pedestrian and bicycle safety on Main Street between Market and Folsom streets by installing a northbound protected cycle track on the east side of Main Street and widening sidewalks. On the west side of the street, the project would include landscaping improvements. The project includes changes to parking, curb management, and striping improvements to accommodate the cycle track and wider sidewalk. Additionally, the proposed project would install a new traffic signal and mid-block pedestrian crossing at Clementina Street and would construct new transit islands between Market Street and Folsom Street. Consistent with the city's Dig Once policy, the project includes utility sewer and electrical work.

Please see the Main Street Streetscape Project memo attached for a more detailed project description. Project plans are available under Planning Department case number 2023-005241ENV.

Constructed by:	Contracted through:
<input type="checkbox"/> Public Works	<input checked="" type="checkbox"/> Public Works
<input checked="" type="checkbox"/> SFMTA	<input type="checkbox"/> SFMTA
<input type="checkbox"/> Public Agency:	<input type="checkbox"/> Public Agency:

### **SB922 ELIGIBILITY CHECKLIST**


This project, as proposed, has been determined to be exempt under the California Environmental Quality Act (CEQA), specifically under a statutory exemption pursuant to Public Resources Code section 21080.25 as demonstrated below.

<b>Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)</b> The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way.
<input type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way.
<input checked="" type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) A project for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, or highway shoulders to part-time transit lanes, for use either during peak congestion hours or all day on highways with existing public transit service or where a public transit agency will be implementing public transit service as identified in a short range transit plan.
<input type="checkbox"/>	(5) A public project for the institution or increase of bus rapid transit, bus, or light rail service, including the construction or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission, near-zero-emission, low oxide of nitrogen engine, compressed natural gas fuel, fuel cell, or hybrid powertrain buses or light rail vehicles, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit. The project shall be located on a site that is wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.
<input type="checkbox"/>	(6) A public project to construct or maintain infrastructure or facilities to charge, refuel, or maintain zero-emission public transit buses, trains, or ferries, provided the project is carried out by a public transit agency in compliance with the State Air Resources Board's Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) or any regulations identified by the State Air Resources Board's 2020 Mobile Source Strategy, adopted on October 28, 2021, and the project is located on property owned by the local agency or within an existing public right-of-way or on property owned by a public or private utility.  *For projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries, see Table 3 for additional requirements.
<input checked="" type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in paragraphs (1) to (6), inclusive.
<input checked="" type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in paragraphs (1) to (7), inclusive.
<input type="checkbox"/>	(9) A planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.

(continued on the following page)

<b>Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)</b> The project must meet <b>all</b> the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.	
<input checked="" type="checkbox"/>	(1) A local agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project does not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure or striping to highways except for minor modifications needed for the efficient and safe movement of transit vehicles, bicycles, or high-occupancy vehicles, such as extended merging lanes, shoulder improvements, or improvements to the roadway within the existing right of way. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(3) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(4) The project would: <input checked="" type="checkbox"/> <b>not</b> exceed fifty million dollars (\$50,000,000) <b>OR</b> <input type="checkbox"/> exceed \$50,000,000 (but not exceed \$100,000,000)* and meet the noticed public meeting requirements in Table 3
* If the project exceeds \$100,000,000, then Section 21080.25(d) imposes additional requirements. Please consult with the Planning Department staff.	
<b>Table 3: Noticed Public Meetings Requirements – Public Resources Code Section 21080.25(d)(1)(D)(i), (iii), (iv) and Section 21080.25(d)(1)(E)</b> Projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries or projects exceeding \$50,000,000 must meet <b>all</b> the applicable criteria listed below to qualify for this statutory exemption.	
<input type="checkbox"/>	The lead agency shall hold noticed public meetings as follows: <input type="checkbox"/> Before determining that a project is exempt pursuant to this section, the lead agency shall hold at least three noticed public meetings in the project area to hear and respond to public comments. Public meetings occurred: <input type="checkbox"/> The lead agency shall conduct at least two noticed public meetings annually during project construction for the public to provide comments. <input type="checkbox"/> The public meetings held pursuant to Section 21080.25(d)(1)(D)(i) to (iii), inclusive, shall be in the form of either a public community planning meeting held in the project area or in the form of a regularly scheduled meeting of the governing body of the lead agency.
<input type="checkbox"/>	The lead agency shall give public notice of the meetings (listed in the row above) to the last known name and address of all the organizations and individuals that have previously requested notice and shall also give the general public notice using <b>at least one</b> of the following procedures: <input type="checkbox"/> Publication of the notice in a newspaper of general circulation in the area affected by the project. If more than one area will be affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas. <input type="checkbox"/> Posting of the notice onsite and offsite in the area where the project is located. <input type="checkbox"/> Posting of the notice on the lead agency's internet website and social media accounts.
<input checked="" type="checkbox"/>	Not Applicable – Project type not applicable and cost of project is below \$50,000,000.

<b>Table 4: Project Labor Requirements – Public Resources Code Section 21080.25(f)</b> In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for this statutory exemption. See Attachment 1 below for definitions of terms. Note: Table 4 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.	
<input type="checkbox"/>	<p>(1) Following the granting of an exemption under this section, the lead agency shall take an action at a public meeting of its governing board to certify that the project will be completed by a skilled and trained workforce. (Does not apply if the lead agency has an existing policy or certification approved by its governing board that requires the use of a skilled and trained workforce to complete the project if the lead agency is a signatory to a project labor agreement that will require the use of a skilled and trained workforce on the project.)</p> <p>(2) (A) Except as provided in subparagraph (2) (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.</p>
<input checked="" type="checkbox"/>	<p>(2) (B) Subparagraph (2) (A) does not apply if any of the following requirements are met:</p> <p><input type="checkbox"/> (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.</p> <p><input checked="" type="checkbox"/> (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021.</p> <p><input type="checkbox"/> (iii) The entity contracted to perform the project entered into a project labor agreement that will bind the entity and all its subcontractors at every tier performing the project to use a skilled and trained workforce.</p>
<input checked="" type="checkbox"/>	<p>A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.</p>
<input type="checkbox"/>	<p>Not Applicable. The project would be entirely constructed by SFMTA and/or Public Works Shops and would not require the use of contractors for labor.</p>

EXEMPTION DETERMINATION (TO BE COMPLETED BY PROJECT PLANNER)	
<p>Project Approval Action: Parking and traffic modifications at SFMTA Board of Directors (SFMTAB)</p>	<p>Signature/Date:    June 13, 2023</p>
<p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a> and inputting the record number. Individual files can be viewed by clicking on the Planning Applications link, clicking the “More Details” link under the project’s environmental record number (ENV) and then clicking on the “Related Documents” link.</p> <p>Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the SF Administrative Code. Per Chapter 31, an appeal of an exemption determination to the Board of Supervisors shall be filed within 30 days after the Approval Action occurs at a noticed public hearing, or, if the approval is not made at a noticed public hearing, within 30 days after posting on the Planning Department’s website a written decision or notice of the Approval Action.</p>	



## **ATTACHMENT 1: DEFINITIONS**

Definitions for terms 1 through 12 are the same as provided in the text of Public Resources Code section 21080.25(a).

- (1) **“Affordable housing”** means any of the following:
  - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
  - (B) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.
  - (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.
- (2) **“Bicycle facilities”** includes, but is not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
- (3) **“High-occupancy vehicle”** means a vehicle with three or more occupants.
- (4) **“Highway”** means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.
- (5) **“Local agency”** means a public transit operator, city, county, city and county, special district, joint powers authority, local or regional transportation agency, or congestion management agency.
- (6) **“Part-time transit lanes”** means designated highway shoulders that support the operation of transit vehicles during specified times and are not open to nonpublic transit vehicles at any time.
- (7) **“Project labor agreement”** has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.
- (8) **“Public transit operator”** has the same meaning as in Section 99210 of the Public Utilities Code.
- (9) **“Skilled and trained workforce”** has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.
- (10) **“Transit lanes”** means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.
- (11) **“Transit prioritization projects”** means any of the following transit project types on highways or in the public right-of-way:
  - (A) Signal and sign changes, such as signal coordination, signal timing modifications,

signal modifications, or the installation of traffic signs or new signals.

(B) The installation of wayside technology and onboard technology.

(C) The installation of ramp meters.

(D) The conversion to dedicated transit lanes, including transit queue jump or bypass lanes, shared turning lanes and turn restrictions, the narrowing of lanes to allow for dedicated transit lanes or transit reliability improvements, or the widening of existing transit travel lanes by removing or restricting street parking.

(E) Transit stop access and safety improvements, including, but not limited to, the installation of transit bulbs and the installation of transit boarding islands.

(12) **“Transportation demand management program”** means a specific program of strategies, incentives, and tools to be implemented, including, with specified annual status reporting obligations, to reduce vehicle trips by providing opportunities for the public to choose sustainable travel options, such as transit, bicycle riding, or walking. A specific program of strategies, incentives, and tools includes, but is not limited to, any of the following:

(A) Provision of onsite electric vehicle charging stations in excess of applicable requirements.

(B) Provision of dedicated parking for car share or zero-emission vehicles, or both types of vehicles, in excess of applicable requirements.

(C) Provision of bicycle parking in excess of applicable requirements.

(13) Pedestrian Facilities as a term is not defined in Public Resources Code Section 21080.25. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”<sup>1</sup> This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of Public Resources Code Section 21080.25.

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<sup>1</sup> U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020



**Patrick Rivera, PE, Acting Bureau Manager** | Bureau of Project Management  
patrick.rivera@sfdpw.org | T. 628.271.2456 | 49 South Van Ness Ave. 7th Floor, San Francisco, CA 94103

FROM: Arun Bhatia  
San Francisco Public Works  
Project Manager  
49 South Van Ness Ave., 7<sup>th</sup> Floor  
San Francisco, CA 94103

THRU: Ian Scharlotta  
San Francisco Public Works  
Regulatory Affairs  
49 South Van Ness Ave., 9<sup>th</sup> Floor  
San Francisco, CA 94103

TO: Ryan Shum  
San Francisco Planning Department  
City Planning  
49 South Van Ness Ave., 4<sup>th</sup> Floor  
San Francisco, CA 94103

DATE: May 31, 2023

Dear Mr. Shum,

Please find attached the project description for the Main Street Streetscape project.

Please contact me at (628) 271-2659 if you have any questions. Invoices or questions about billing should be addressed to Arun Bhatia, the project manager, whose contact information is given above.

Thank you,

A handwritten signature in black ink that reads "Ian Scharlotta". The signature is written in a cursive, flowing style.

Ian Scharlotta



**Patrick Rivera, PE, Acting Bureau Manager** | Bureau of Project Management

patrick.rivera@sfdpw.org | T. 628.271.2456 | 49 South Van Ness Ave. 7th Floor, San Francisco, CA 94103

## **Main Street Streetscape Improvements**

### **Introduction**

The Main Street Streetscape improvements project would implement streetscape designs on Main Street between Market Street and Folsom Street by improving pedestrian and bicycle safety and enhancing the urban landscape by installing a northbound protected cycle track and widening sidewalks and create a Living Street. Main St, between Market and Folsom St, serves as an important pedestrian, bicycle, and transit connection between the Market St corridor and the emerging East Cut neighborhood. Transforming Main Street into a Living Street will include widening sidewalks along the west side that will function as a linear park between Market Street and Howard Street and constructing a protected bicycle connection. This project will extend the Living Street that was already completed between Folsom and Harrison St.

### **Existing Conditions**

Main Street is a one-way, northbound major arterial and transit priority street in San Francisco's Financial District. It is a Downtown Commercial street pursuant to the Better Streets Plan. Under existing conditions, the roadway consists of a transit-only lane and two travel lanes between Folsom and Howard streets and between Mission and Market streets. Under existing conditions there are three northbound travel lanes between Howard and Mission streets. Only buses and taxis may turn left at Market Street. Existing sidewalk widths range from 12 to 24 feet, though are predominantly 12 feet wide. Existing transit facilities include bus stops for Muni bus lines 9R, 12, 14, 14R, 292, 397, 398, 713, and FCX. There are currently no GGT bus or Muni light rail lines with service along Main Street between Folsom St and Market St. There is an existing island (10' wide by 114' long) on the west side of Main approaching Howard St. protecting the bus and taxi left turn lane.

Existing parking and loading conditions (see table below) include a 60 linear foot-long passenger loading zone east side of Main St. north of the intersection of Main and Folsom St. protected by a 76-foot-long bulb out. There is approximately 140 linear feet of parallel parking along the east side of Main St. between Folsom St. and Howard St., and 40 motorcycle parking spots on east side of Main St. approaching Howard St. (opposite turn island). There is approximately 330 linear feet of parallel parking and 50 linear feet of commercial loading on the east side, and approximately 225 linear feet of parallel parking and 130 linear feet of commercial loading on the west side of Main St. between Howard St. and Mission St. Between Mission St. and Market St., on the east side of Main St there are 66 motorcycle parking spaces. On the west side of Main St. there are 50 motorcycle parking space and approximately 80 linear feet of commercial loading space and 80 linear feet of parallel parking spaces.



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Block	Type	Side	#	Existing	Notes	Side	#	Proposed	Notes	Net				
Market-Mission	Yellow	W	8	8		W		0	PLZ: 222' (11)	-8	Yellow			
		E				E								
	Passenger Loading	W		0		W	11	11		11	Passenger Loading			
		E				E								
	Motorcycle	W	40	101		W		45		45	-56	Motorcycle		
E	61	E	45											
Mission-Howard	General	W	2	2	Part-Time General: 48' (2) metered, 145' (7) unmetered	W		0	Yellow: 133' (6)	-2	General			
		E				E								
	Part-Time General	W		9		W		0		PLZ: 71' (3)	-9	Part-Time General		
		E	9			E								
	Yellow	W	12	15		W	6	6			-9	Yellow		
		E	3			E								
	Passenger Loading	W		3		W		3				0	Passenger Loading	
		E	3			E	3							
Howard-Folsom	Yellow	W		0	PLZ: 58' (3) + 111' (5)	W	4	4	Yellow: 44' (2) + 44' (2)				4	Yellow
		E				E								
	Passenger Loading	W		8		W		11		PLZ: 51' (2) + 192' (9)			3	Passenger Loading
		E	8			E	11							
	Motorcycle	W		40		W		0			-40		Motorcycle	
		E	40			E								
				2	General							0	General	
				9	Part-Time General							0	Part-Time General	
				23	Yellow					10		Yellow		
				11	Passenger Loading					25		Passenger Loading		
				141	Motorcycle					45	Motorcycle			

## Proposed Project Scope

The proposed project would be improving pedestrian and bicycle safety and enhancing the urban landscape by installing a northbound protected cycle track and widening sidewalks. Transform Main St into a Living Street that would widen sidewalks between Market and Folsom streets and replace existing curb cuts. On the East Side of Main St. – Northbound, this project would construct a separated cycle track. This project would construct parking, loading, curb management, and striping improvements to accommodate sidewalk widening and the cycle track. On the West Side of Main St. – Northbound, this project would install landscape improvements to create a Living Street. This project would extend the Living Street that was already completed between Folsom and Harrison St, per the Rincon Hill Streetscape Plan. This project would improve bicycle, vehicle, and transit (12-Folsom) operations and safety by upgrading traffic and pedestrian signals, roadway striping, and constructing new transit islands. This project would install a new traffic signal and mid-block pedestrian crossing at Clementina St. This project would construct new Transit islands between Market St and Folsom St. This project would construct additional traffic and pedestrian signal improvements, as needed – including new signal phasing at Mission, Howard, and Folsom St. This project would perform all associated work, including, but not limited to pavement renovation, concrete base reconstruction, curb ramp construction, utility improvements and/or relocations, street lighting, and structural sub-sidewalk basement improvements as needed to accommodate sidewalk replacement.



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The project proposes to implement a protected one-way cycle track on the east side of Main St from Folsom St to Market St, widen the sidewalks pavement renovation, concrete base reconstruction, curb ramp construction, construct bulbouts as part of sidewalk widening, the bulbout at the western side of Main St south of the corner of Main and Market would be 106 feet long and 27 feet wide, the bulbout at the western side of Main St north the corner of Main and Mission St would be 186 feet long and 15 feet wide, the bulbout at the western side of Main St south the corner of Main and Mission St would be 132 feet long and 15 feet wide, the bulbout at the western side of Main St north the corner of Main and Howard St would be 280 feet long and 22 feet wide, the bulbout at the western side of Main St south the corner of Main and Howard St would create a pedestrian loading area and be 42 feet long and 25.5 feet wide, the bulbout at the western side of Main St south the corner of Main and Folsom St would create a pedestrian loading area and be 66 feet long and 25.5 feet wide, utility improvements and/or relocations, street lighting, street furnishings, and structural sub-sidewalk basement improvements as needed to accommodate sidewalk replacement. Sidewalks would be widened from between 12 and 24 to between 15 and 27 feet. Landscape improvements to create a Living Street would include the construction of the protected cycletrack, removal of ten (10) trees and the addition of nineteen (19) new trees (Mexican Fan Palm (5) and Greenspire Linden (14).

The project site is the public right of way and is within the Air Pollutant Exposure Zone, Sea-level Rise Zone, Liquefaction Zone, and Maher Zone(s).

### **Roadway**

Along the East Side - Northbound side of the street, a separated cycle track will be constructed. Islands will comprise approximately 6-inch-wide concrete curbs with 2-foot wide concrete gutters. The cycle track itself will be a combination of cold planed and reconstructed 2-inch thick ACWS along sections where the extant sidewalks will not be modified, and 3-1/2-inch thick concrete along sections where the sidewalks will be demolished and widened, reconstructed, or otherwise connected to the cycle track islands. In both cases, per MTA, the bike lane will be painted green.

The roadway would be repaved and reconfigured as follows: reduce primary travel lanes to two, installation of 8 concrete islands to create a protected one-way cycletrack on the east side of Main St, removal of 96 motorcycle parking spots, 9 part-time general parking spots, 2 general parking spots, and 13 yellow zones, and addition of 14 passenger loading spots between Folsom St and Market St, and retention of bus and taxi lane on the west side of Main St.

Trenching along the centerline of the roadway to access utilities would follow demolition of existing road.

### **Sidewalks**



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Sidewalks will be widened to a total width of 15-to-27-feet on both sides of the street between Market and Howard streets. The project would accommodate this sidewalk expansion by removal of one travel lane. The project would salvage existing granite curb (linear pieces) and re-set. The project would adjust and/or relocate pull boxes and utility cabinets, as needed.

Replace existing curb cuts with combined 6-inch-wide concrete curb and 2-foot-wide concrete gutters.

A pedestrian bulbout will be constructed at the southeast corner of the intersection of Main and Howard streets to reduce the crossing distance to OCII Block 4 and accommodate the cycle track alignment.

### **Utilities**

The project would replace the existing 12-inch iron stone pipe (ISP) sewer line and laterals with 18-inch Vitrified Clay Pipe (VCP) sewer lines. Sewer and manholes between Howard Street and Folsom Street are to be replaced with 12-, 18-, and 24-inch VCP. In the section from Folsom to Clementina streets the project would replace sewer line with 156 linear feet of 12-inch VCP and one manhole. In the section from Clementina to Tehama streets the project would replace extant sewer with 179 linear feet of 18-inch VCP and one manhole. In the section from Tehama to Howard streets the project would replace extant sewer with 24-inch VCP and two manholes. In addition, in this section the project would mortar one manhole that would remain in place.

Electrical lines and vaults are to be accessed and replaced in kind as part of upgrades to the Muni overhead contact system. Poles for lights, OCS, and traffic signals are to be removed and replaced in the location of existing poles.

### **Additional**

Landscape features, such as precast furniture, benches, and other landscape and lighting elements will be manually installed and with the use of small truck cranes. Bike racks and surface mount benches will be affixed to the concrete paving using anchor bolts with vandal proof bolt heads.

Along the east side of the street, existing trees will be retained. Along the West Side - Northbound side of the street, landscape improvements will be implemented to create a Living Street. Does not include Landscape improvements will not be implemented on OCII blocks between Howard to Folsom.

The project area is within the Transit Center District Plan (TCDP) area, and policies of the TCDP call for consistent corridor-length streetscape treatments in the plan area. The TCDP, which was adopted in



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2012, builds on and adjusts policies of the 1985 Downtown Plan and the 1995 Downtown Streetscape Plan, which is an implementation document of the Downtown Plan.

The project would use “modern” street lighting fixtures (Philips Road Focus, Selux Saturn, and/or UrbanScape, as approved by SFPUC) on Main Street between Folsom and Market Streets.<sup>1</sup> Modern Selux-Saturn fixtures would be visually consistent with existing street lighting on Main Street south of Folsom and with planned and existing street lighting in OCII Transbay Zones 1 and 2 within the project area.

### **Construction**

Construction is anticipated to take 720 days. Construction would involve demolition of the right-of-way, removal and replacement of sewer lines, access and replacement in kind of electrical lines and vaults, removal and replacement of poles in the existing locations for streetlights, Muni Overhead Contact System and traffic signals; regrading as needed, and replacement of the roadway. In addition, the project would install a pedestrian bulb out at Howard Street, widen the sidewalks and replace curb ramps, and install a protected cycletrack. The roadway would then be striped for the project configuration and the cycletrack painted green. Landscaping and street furnishings would be installed.

The area of excavation is estimated at 50,000 square feet, comprising an approximate volume of 5,000 cubic yards of ground disturbance. The maximum depth of soil disturbances is anticipated to be 20 feet, primarily associated with structural pole foundations. Trenching necessary to access the utility lines and necessary structural improvements associated with sub-sidewalk basements is anticipated to stay within 12 feet of the pavement. New trees would involve ground disturbance of approximately 4-foot wide (square) by 2-1/2-feet deep to accommodate planting and installation of aeration tubes and tree wells. Tree well headers will be constructed flush with the sidewalks. Construction equipment to be used includes asphalt grinder, asphalt paving machine, vibratory plate compactors, rollers, mobile concrete mixer trucks, small truck cranes, skid steers, backhoes, loaders, jackhammers, saw cutters, mechanical sweepers, dump trucks, water buffaloes, pickup trucks, and flood lights.

The project would be subject to Public Works Standard Construction Measures.

<sup>1</sup> SF Public Works in consultation with Planning Department staff (Rebecca Salgado and Amnon Ben-Pazi) on 4/14/23 and 5/18/23).





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### Public Works Project Manager Form

**Project Manager/Project Lead:** Arun Bhatia / Elaine Fontejon

**Public Works Division/Section:** Project Delivery Division / Streetscape

**Contract Title:** Main Street Improvements Phase I

**Supplier Name:** Bay Area Lightworks, Inc.

**Project Manager Recommendation:** *The project team has concluded its review of the bids submitted for the subject project. We find that Bauman Landscape & Construction, Inc. has met the experience requirements, is responsible, and is qualified to perform the work. We recommend Bauman Landscape & Construction, Inc. for award of contract.*

**Contract Background:** *The project limits include Main St from Market Street to Howard Street in San Francisco, California in District 6 of San Francisco, California, and consists of demolition, pavement renovation, drainage work, pedestrian improvements, street lighting, traffic signals, cycle track, transit islands, traffic control, and all related work.*

**Contract Funding Source(s):**

Source(s)	Amount
CFD Funds	100%