

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

SOURCING ID: 0000003295
CONTRACT TITLE: PW TRANSBAY HOWARD STSCP PROJ
FULL TITLE: Transbay Howard Streetscape Project

BIDS RECEIVED: May 28, 2025

BIDDERS (in the order received & opened):

	<u>Total Bid Price</u>
JMB Construction, Inc.	\$24,260,078.50
NTK Construction, Inc.	\$21,263,703.60
Precision Engineering, Inc.	\$23,702,630.60
Esquivel Grading & Paving, Inc.	\$19,501,403.08
Mitchell Engineering	\$25,146,087.60

Average Bid:	\$22,774,780.68
Engineer's Estimate:	\$22,400,000.00
% of Engineer's Estimate:	102%
% of Engineer's Estimate vs. Low Bid Received	87%

 = Indicates a correction after review.

cc:	Trent Tieger	Carla Short	Alaric Degrafinried
	Iqbalbhai Dhapa	Au Bui	ServiceDesk
	Ed Yee	Patrick Rivera	Nicolas Huff
	James Chung	Cyril Velasquez	All Bidders

For complete subcontractor listings, check: <https://bidopportunities.apps.sfdpw.org/CaseLoad/Details/2614>



MEMORANDUM

Date: June 20, 2025

To: Trent Tieger, PW
Robert Loftus, PW

From: James Chung, CMD

Subject: CMD Review of Bids Submitted on May 28, 2025 for Transbay Howard Streetscape Project
(Sourcing ID #0000003295)

Esquivel Grading & Paving, Inc. is the apparent low bidder after the bid discount.

The LBE Bid Discount was not applicable as the estimated contract value exceeded \$20M.

Bidder	LBE Status, Type and Size	Base Bid	Bid Discount	Adjusted Bid with LBE Bid Discount
Esquivel Grading & Paving, Inc.	SF LBE-MBE (Small)	\$19,501,403.08	n/a	\$19,501,403.08
NTK Construction, Inc.	N/A	\$21,263,703.60	n/a	\$21,263,703.60
Precision Engineering, Inc.	SF LBE-OBE (Small)	\$23,702,630.60	n/a	\$23,702,630.60
JMB Construction, Inc.	N/A	\$24,260,078.50	n/a	\$24,260,078.50
Mitchell Engineering	N/A	\$25,146,087.60	n/a	\$25,146,087.60

Esquivel Grading & Paving, Inc. ("Esquivel") 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 with distinct minimum requirements for Micro-LBEs and Small-LBEs. Esquivel Grading & Paving, Inc.'s commitment for this contract:

	Requirement %	Commitment %
Micro LBE	5%	26.78%
Small LBE	15%	0.00%

Bidders may apply Micro-LBE participation towards the Small-LBE requirement. Esquivel's bid met the 5% Micro and 15% Small-LBE requirements by listing Micro-LBEs for 26.78%.

In their bid, Esquivel Grading & Paving, Inc. listed the following subcontractors on this contract.

Tier	Supplier Name	Scope of Work	LBE	LBE Size	LBE Percent	Percent of Work	Amount
1	Lavina Trucking Inc.	Trucking	LBE	MICR	100%	0.51%	\$100,000.00
1	DR Traffic Control	Traffic Control and Plans	LBE	MICR	100%	2.56%	\$500,000.00
1	Reliance Engineering Inc	OV	LBE	MICR	100%	8.20%	\$1,600,000.00
2	DR Traffic Control (sub to Reliance)	Traffic Control	LBE	MICR	100%	0.51%	\$100,000.00
1	JDB & Sons Construction Inc.	Sewer	LBE	MICR	100%	2.56%	\$500,000.00
1	Michael O'Shaughnessy Construction Inc	Emergency Water Service	LBE	MICR	100%	7.69%	\$1,500,000.00
1	Arborist Now Inc.	Stump Grinding/Tree Removal	LBE	MICR	100%	0.11%	\$22,400.00
2	Baytech Engineering, Inc. (sub to Phoenix Electric)	Partial Electric and Partial Overhead Contact System	LBE	MICR	100%	5.13%	\$1,000,000.00
1	Marina Landscape. Inc.	Partial Landscape				0.51%	\$100,000.00
1	Republic Services	Soil Abatement				0.03%	\$5,000.00
1	Phoenix Electric Co	Electrical				5.13%	\$2,000,000.00

Reliance Engineering Inc. ("Reliance") is further subcontracting out \$100,000 to DR Traffic Control. Excluding DR Traffic Control's subcontract amount, Reliance's own LBE credited portion of work is \$1,500,000, or 7.69% of the base bid amount.

Baytech Engineering, Inc. (LBE) is a lower tier subcontractor to Phoenix Electric Co. ("Phoenix Electric"). Phoenix Electric's own portion of work is \$1,000,000.

Esquivel Grading & Paving, Inc. satisfied the "Good Faith Efforts" requirement.

Esquivel utilized Approach A and exceeded the LBE subcontractor participation requirement by 35%.

CMD finds Esquivel Grading & Paving, Inc. 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: James Chung, James.Chung@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.

JC



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
Transbay Howard Streetscape Improvements		
Case No.		Permit No.
2023-007606ENV		
<input type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
Project description for Planning Department approval. The project includes roadway changes and changes to pedestrian, bicycle, and transit infrastructure on Howard Street between The Embarcadero and 4th Street. On Howard Street, the proposed project would reduce the vehicular travel lane to accommodate a parking-protected, bi-directional (two-lane) class IV bikeway. New concrete medians would be constructed to provide pedestrian access to the offset parking and protection for the new bikeway facility. The project would also include new sidewalk facilities and sidewalk replacement, roadway resurfacing and replacement, new roadway pedestrian facilities, electrical and utility work, new landscaping and site furnishings, and adjustments to parking and the traffic lane to support the proposed bikeway. Additionally, the project proposes converting two existing one-way roadway segments into two-way roadways. These roadways are Steuart Street between Mission Street and Howard Street, and Spear Street between Mission Street and Harrison Street. The roadway conversions would reconfigure the street and include changes to parking, loading, roadway striping, signage, and traffic signal retiming and upgrades. The entire project would be implemented by San Francisco Public Works and is anticipated to require approximately 15 months to construct. Please see the attached project description for a FULL PROJECT DESCRIPTION ATTACHED		

EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. (CEQA Guidelines section 15301) Interior and exterior alterations; additions under 10,000 sq. ft.
<input checked="" type="checkbox"/>	Class 3 - New Construction. (CEQA Guidelines section 15303) Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	Class 32 - In-Fill Development. (CEQA Guidelines section 15332) New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.
<input type="checkbox"/>	Other _____
<input type="checkbox"/>	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment.

ENVIRONMENTAL SCREENING ASSESSMENT

Comments:

PLEASE SEE ATTACHED

Planner Signature: Ryan Shum

PROPERTY STATUS - HISTORIC RESOURCE

PROPERTY IS ONE OF THE FOLLOWING:

<input checked="" type="checkbox"/>	Category A: Known Historical Resource.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age).
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age).

PROPOSED WORK CHECKLIST

Check all that apply to the project.

<input type="checkbox"/>	Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	Window replacement that meets the Department's <i>Window Replacement Standards</i> .
<input type="checkbox"/>	Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	Addition(s) not visible from any immediately adjacent public right-of-way for 150 feet in each direction; or does not extend vertically beyond the floor level of the top story of the structure, or does not cause the removal of architectural significant roofing features.
<input type="checkbox"/>	Façade or storefront alterations that do not remove, alter, or obscure character -defining features.
<input type="checkbox"/>	Restoration based upon documented evidence of a building's historic condition , such as historic photographs, plans, physical evidence, or similar buildings.
Note: Project Planner must check box below before proceeding.	
<input checked="" type="checkbox"/>	Project is not listed.
<input type="checkbox"/>	Project involves scope of work listed above.

ADVANCED HISTORICAL REVIEW

Check all that apply to the project.

<input type="checkbox"/>	Reclassification of property status. (<i>Attach HRER Part I relevant analysis; requires Principal Preservation Planner approval</i>) <input type="checkbox"/> Reclassify to Category A <input type="checkbox"/> Reclassify to Category C <input type="checkbox"/> Lacks Historic Integrity <input type="checkbox"/> Lacks Historic Significance
<input type="checkbox"/>	Project involves a known historical resource (CEQA Category A)
<input checked="" type="checkbox"/>	Project does not substantially impact character-defining features of a historic resource (see Comments)
<input type="checkbox"/>	Project is compatible, yet differentiated, with a historic resource.
<input type="checkbox"/>	Project consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties
Note: If ANY box above is checked, a Preservation Planner MUST sign below.	
<input type="checkbox"/>	Project can proceed with EXEMPTION REVIEW. The project has been reviewed by the Preservation Planner and can proceed with exemption review.
Comments by Preservation Planner: PLEASE SEE ATTACHED	
Preservation Planner Signature: Rebecca Salgado	

EXEMPTION DETERMINATION

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: Public Works Commission	Signature: Ryan Shum 11/09/2023
	Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/pim/ . 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. Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the SF Admin 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 within 30 days after posting on the Planning Department's website a written decision or written notice of the Approval Action, if the approval is not made at a noticed public hearing.	

Full Project Description

The project includes roadway changes and changes to pedestrian, bicycle, and transit infrastructure on Howard Street between The Embarcadero and 4th Street. On Howard Street, the proposed project would reduce the vehicular travel lane to accommodate a parking-protected, bi-directional (two-lane) class IV bikeway. New concrete medians would be constructed to provide pedestrian access to the offset parking and protection for the new bikeway facility. The project would also include new sidewalk facilities and sidewalk replacement, roadway resurfacing and replacement, new roadway pedestrian facilities, electrical and utility work, new landscaping and site furnishings, and adjustments to parking and the traffic lane to support the proposed bikeway.

Additionally, the project proposes converting two existing one-way roadway segments into two-way roadways. These roadways are Steuart Street between Mission Street and Howard Street, and Spear Street between Mission Street and Harrison Street. The roadway conversions would reconfigure the street and include changes to parking, loading, roadway striping, signage, and traffic signal retiming and upgrades. The entire project would be implemented by San Francisco Public Works and is anticipated to require approximately 15 months to construct.

Please see the attached project description for a full description of the project scope.

Environmental Screening Comments (Continued)

Archeology: Public Works Standard Construction Measures for Archeology SCM 1 (Discovery) and SCM 2 (Monitoring) apply. The exact locations for monitoring will be scoped prior to project implementation when the monitoring plan is prepared.

Hazardous Materials: The project would excavate more than 50 cubic yards of soil, and is therefore required to comply with the Maher Ordinance in compliance with Public Works Standard Construction Measure 6 regarding hazardous materials.

Transportation: The project would be subject to Standard Construction Measure 4 (Traffic), which requires that the project implements traffic control measures sufficient to safely maintain traffic and pedestrian circulation on streets affected by project construction activities. The project would result in changes to the length and location of some passenger and freight loading zones. However, sufficient loading facilities would remain to serve existing users in the project vicinity, as determined in consultation with the SFMTA.

Noise: The project would be subject to Standard Construction Measure 5 (Noise), which requires that project construction would comply with local noise ordinances regulating construction noise. Construction noise minimization measures will be undertaken to minimize noise disruption to nearby neighbors and sensitive receptors during construction.

Cumulative: Nearby public right-of-way projects could occur at the same time as construction of the proposed project. However, the projects would not have the potential to combine to result in significant cumulative impacts.

Advanced Historical Review Comments (Continued)

The project proposes pedestrian, transit, sidewalk, and bicycle improvements on Howard Street between The Embarcadero and 4th Street, and conversion of the existing one-way traffic to two-way on Steuart Street between Mission Street and Howard Street and on Spear Street from Mission Street to Harrison Street. Portions of the proposed work are located within the boundaries of the following historic districts: New Montgomery-Mission-Second Street Article 11 Conservation District, the Listed National Register Second and Howard Streets Historic District, and the Port of San Francisco Embarcadero Listed National Register Historic District. A review of the proposed work compared to the character-defining features of these districts indicates that no character-defining features of these districts will be affected by the proposed work.



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

Transbay Howard Streetscape Improvements

PROJECT OVERVIEW

The Transbay Howard Streetscape project proposes pedestrian, transit, sidewalk, and bicycle improvements on Howard Street between The Embarcadero and 4th Street, and conversion of the existing one-way traffic to two-way on Steuart Street between Mission Street and Howard Street and on Spear Street from Mission Street to Harrison Street. Between The Embarcadero and Beale Street, Howard Street is generally one vehicle travel lane in each direction with turn pockets at intersection approaches. Between Beale Street and Fremont Street, Howard Street has two vehicle lanes westbound and one vehicle lane eastbound. Between Fremont Street and 4th Street, Howard Street is one-way in the westbound direction and there are three vehicle travel lanes and turn pockets at intersection approaches. Previous projects have already legislated two-way changes for Spear between Howard and Harrison. This project proposes to legislate the two-way change between Mission and Howard streets and would implement the conversion to two-way between Mission and Harrison streets that is already legislated.

Between The Embarcadero and Beale Street, sidewalks on Howard Street are between 12 and 16 feet wide. Between Beale Street and 3rd Street, sidewalks on Howard Street are 12 feet wide. Between 3rd Street and 4th Street, sidewalks on Howard Street vary in width between 12 and 28 feet. There is currently a protected bikeway on the north side of Howard Street in the westbound direction between The Embarcadero and 4th Street.

Protected bikeways on Howard Street continue west of 4th Street. At the eastern extent, protected bikeways on Howard Street connect to bikeways along The Embarcadero. There is currently no revenue Muni transit service along Howard Street. There are currently three transit boarding islands on Howard Street between Steuart Street and New Montgomery Street that are used by Golden Gate Transit (GGT). There are currently 3 transit boarding islands on Howard Street between Steuart Street and New Montgomery Street - 2 boarding islands are being used by Golden Gate Transit and one is no longer used by GGT due to recent service changes.

On-street parking and commercial loading are metered along Howard Street within the project extents (See Table 1). Where it currently exists on the north side of the street, on-street parking and loading is in a floating position with the bikeway positioned between it and the curb. Where it currently exists on the south side of the street, on-street parking and loading is adjacent to the curb.

Table 1: Existing On-Street Parking and Loading Conditions along Howard Street

Location	North Side	South Side
Between The Embarcadero and Steuart Street	2 general metered parking spaces 1 blue zone	None

Between Steuart Street and Spear Street	5 part-time general metered parking spaces 3 metered commercial loading spaces 1 passenger loading zone (57')	10 general metered parking spaces
Between Spear Street and Main Street	1 metered commercial loading space	10 metered motorcycle spaces 5 metered commercial loading spaces 1 passenger loading zone (86') 1 blue zone
Between Main Street and Beale Street	1 metered commercial loading space 1 passenger loading zone (70')	None
Between Beale Street and Fremont Street	1 passenger loading zone (60')	7 general metered parking spaces 2 metered commercial loading space 1 passenger loading zone (40') 1 blue zone
Between Fremont Street and 1st Street	3 metered commercial loading spaces 1 passenger loading zone (59')	6 general metered parking spaces 16 metered motorcycle spaces 1 passenger loading zone (60')
Between 1st Street and 2nd Street	3 general metered parking spaces 2 metered commercial loading spaces 1 passenger loading zone (62') 1 passenger loading zone (122')	23 general metered parking spaces 6 metered commercial loading spaces 2 metered green zones 1 passenger loading zone (44') 1 passenger loading zone (42')
Between 2nd Street and New Montgomery Street	1 metered commercial loading space	6 general metered parking spaces 1 metered commercial loading space 1 passenger loading zone (41')
Between New Montgomery Street and Hawthorne Street	17 metered motorcycle spaces 1 blue zone	None
Between Hawthorne Street and 3rd Street	3 part-time general metered parking spaces 2 metered commercial loading spaces 1 passenger loading zone (66') 1 taxi stand (44')	11 general metered parking spaces 1 metered commercial loading space 1 passenger loading zone (37')
Between 3rd Street and 4th Street	1 passenger loading zones (284') 1 passenger loading zone (75') 1 passenger loading zone (76')	None

On Howard Street from The Embarcadero to 4th Street, the project would construct a new two-way protected bikeway on the south side of Howard; concrete parking islands and barriers to protect the two-way bikeway; concrete roadway-base repair, asphalt paving, striping, and hydraulic improvements; ADA-compliant curb ramp upgrades; traffic signal and street light installations and upgrades; utility improvements; and landscaping. The project would also construct traffic signal upgrades and striping modifications to change traffic configuration to two-way traffic between Mission-Howard on Steuart Street and between Mission and Harrison Streets on Spear Street.

The project would require the following construction equipment: Excavator, dump truck, compactor, concrete mix truck, asphalt grinder, asphalt paving machine, skid steers, backhoes, loaders, jackhammers, saw cutters, water buffaloes, pickup trucks, and flood lights. Construction is anticipated to require 450 construction days.

Portions of several historic districts fall within the proposed project boundaries:

- The New Montgomery-Mission-Second Street Conservation District, an Article 11 Conservation District, covers sections of Howard Street from approximately 200 linear feet east-northeast of Third Street to 60 linear feet east-northeast of New Montgomery Street, as well as another 100 linear foot section of Howard Street heading east-northeast beginning 100 linear feet east-

northeast of the corner of Second and Howard Streets.

- The Second and Howard Streets Historic District covers the westbound lane, northern half of the street, and associated sidewalks along Howard Street around the corners of Second Street. This District is bounded on the western and eastern edges by the portions of the New Montgomery-Mission-Second Street Conservation District.
- The Port of San Francisco Embarcadero Historic District lies at the eastern end of the proposed project work area. This historic district is located along the San Francisco Bay waterfront in San Francisco County, California.

HOWARD STREET SCOPE

Proposed streetscape improvements on Howard St. comprise:

The proposed project would construct a new two-lane Class IV bikeway on Howard Street with vehicular travel way lane reduction(s) to accommodate a parking-protected bi-directional bikeway. New concrete median islands would be constructed to provide pedestrian access to offset parking and protection for a new two-way bikeway facility. Bike buffer and parking islands would be constructed as a non-pedestrian surface on which a mountable island with 8-inch wide mountable curbs. Some parking islands would have space for pedestrians. Islands would have ADA-compliant ramps where the pedestrian access route crosses a bikeway. The concrete island ramp would be constructed with 12-inch wide grooved borders (warning bands) and cementitious detectable surface tiles (truncated domes) per SF Public Works Accessible Street Crossing Standard Plans 102,854 through 102,864. Concrete detectable tiles shall be yellow in color unless otherwise noted on plans. Non-pedestrian islands/barriers would be reconstructed with 8-inch thick minimum of concrete pavement, parking strip, or gutter, or with 8-inch thick minimum of charcoal colored poured-in-place concrete pavement. Paved medians would be constructed as variable from 1-foot-to-4-foot wide with 6-inch wide concrete curbs (5-foot total width). Medians would be constructed with either aggregate or concrete base topped with cobble or concrete unit pavers or contain landscaping and tree planting. Two-way bikeway would be constructed with 8-inch thick fine grained pervious concrete on an upper based of ¾-inch crushed drain rock ASTM #57 stone Caltrans Class I Type B permeable and a lower based of ASTM #2 aggregate.

Roadway resurfacing and replacement, new bus pads and raised crosswalks, and traffic striping changes. The existing roadway on Howard Street would be resurfaced by cold planed to 2-inch full depth of cut and regraded. The roadway would be restored with an approximately 2-inch-thick minimum Asphalt Concrete Wearing Surface (ACWS) on an 8- to 10-inch concrete base. The existing ACWS and concrete base would be demolished in parts of the roadway around corners, around islands, and for utility relocations. Trenching along the centerline of the roadway to access utilities would follow demolition. The existing sub-grade would then be graded using the excavator to match the existing conditions and compacted using vibratory plate compactors or rollers. Roadway sections would be reconstructed with a new 8- to 10-inch thick concrete base and new 2-inch thick ACWS. New bus pads would be constructed with 10-inch thick concrete bus pad per SF Public Works Standard Plan 96,607 Rev. No. 2. Raised crosswalks would be constructed with 10-inch thick minimum concrete pavement.

Striping construction would include standard installation of roadway striping, curb painting, signs, plastic delineators, traffic signal retiming, bicycle signals, traffic signal upgrades, and parking meter relocation along Howard Street between The Embarcadero and 4th Street, as well as cross street approaches.

Sidewalk replacement, new bulb outs and ADA curb ramps, special sidewalk finishes, and sub-sidewalk basement structural slabs for sidewalk replacement/repair. The existing sidewalk and gutters

on the North and South sides of Howard Street will be demolished from 4th Street to Embarcadero and would then be reconstructed. Sidewalks would be constructed to 3-and-1/2-inch-thick concrete with reinforcement at entrant corners per SF Public Works Standard Plan 96,608 Rev. 1.

ADA-compliant concrete curb ramps would be constructed with 12-inch wide grooved borders (warning bands) and cementitious detectable surface tiles (truncated domes) per SF Public Works Accessible Street Crossing Standard Plans 102,854 through 102,864. Concrete detectable tiles shall be yellow in color unless otherwise noted on plans.

The proposed installation of bulb outs at the southeast and southwest corners of Howard Street and 1st Street, and a mid-block on the north side of Howard Street across from Hawthorne Street would be constructed to 3-and-1/2-inch-thick concrete with reinforcement at entrant corners per SF Public Works Standard Plan 96,608 Rev. 1.

The bulb outs at the southeast and southwest corners of Howard Street and 1st Street would be constructed to widen the existing sidewalk by approximately 5-feet on the SEC and SWC. The final SEC and SWC of Howard and 1st Street bulb-out dimensions will be approximately 38-feet long and 8-feet wide. These bulb outs would jointly shorten the road crossing from approximately 62-feet 6-inches to 46-feet 6-inches and expand the sidewalk from 10-feet wide to 15-feet wide.

The final mid-block bulb-out dimensions on the north side of Howard Street across from Hawthorne Street will be approximately 100-feet long by 5-feet wide. This bulb out would shorten the road crossing from 58-feet 6-inches to 51-feet and expand the sidewalk from approximately 12-feet wide to 17-feet wide.

A signalized midblock crossing for bicyclists and pedestrians on Howard Street between 1st Street and 2nd Street. This midblock crossing would be constructed by first cold planning the existing ACWS to 2-inch full depth of cut and reconstructed with 2-inch thick minimum of ACWS on 8-inch thick concrete base.

Special sidewalk finishes would include construction of poured-in-place colored concrete within bikeway and crosswalk areas on the south side of Howard Street.

Existing sub-sidewalk basements are anticipated along Howard, Hawthorne, Fremont, 2nd, and 4th Streets. Additional structural investigation may constrain proposed bulb outs as designed or require salvaging and resetting of existing metal vault(s). The sidewalks at 577 and 631 Howard Street, as well as from 612 Howard Street to 182-198 2nd Street are located above existing SSBs. The existing SSB's roof slabs would be demolished, and new roof slabs would be constructed. The repair is minor and will not require any new beam installation.

Additional sub-sidewalk basements are on record at 1 Hawthorne Street, 222 2nd Street, 175 4th Street, 215 Fremont Street, 101, 347, 531, 580, 589, 590, 594, 612, 650, 651, 658, and 667 Howard Street. Based on current design plans, these sections of sidewalk and associated sub-sidewalk basements roof slabs are not anticipated to require modifications.

Existing granite curb (linear pieces) would be salvaged and re-set. Pull boxes, vaults for water meters and water valves, utility cabinets, and low-pressure hydrants would be adjusted and/or relocated as needed.

Electrical work, comprising new and replacement street lighting, new pedestrian-scale lighting, new traffic signals and modification to existing traffic signals, and New and relocated overhead contact system (OCS) poles and wiring, with related below-ground conduit installation and control cabinets.

New traffic signals at the intersections of Spear Street and Mission Street and Spear Street and Howard Street would be installed to facilitate new northbound travel. Construction would include new traffic

signals (mast arms, signal heads, controllers, conduit, wiring, and poles), traffic signal retiming, traffic signal upgrades, and parking meter relocation along Spear Street between Mission Street and Street. Foundations for new poles would be installed with Cast-In-Drilled-Hole concrete piles. Approximately 28 multi-use poles would be replaced using existing foundations. Newly constructed poles with foundations would include 52 pedestrian streetlights in the site furnishing zone along Howard Street, 23 OCS, and 9 traffic lights. The maximum depth of excavation for new signals would be twelve (12) feet for pole foundations, eighteen (18) inches for the pull boxes, sixteen (16) inches for the cabinet foundation, and twenty-four (24) inches for the underground conduits.

Drainage improvements, comprising new catchbasins, replacement of existing catchbasins, and new side-sewer laterals with in-sidewalk vent assemblies.

The existing pipelines vary between 12-inches and 8-feet in diameter and are constructed of steel, steel-high-density polyethylene (HDPE), vitrified clay pipe (VCP), and reinforced concrete (RC). There are also 3-foot-x-5-foot brick-gunite sewer lines along Howard Street and several laterals, as well as 9-foot-x-6-foot RC and 15-foot concrete box sewers from Steuart Street to the Embarcadero. Existing lines would be retained where serviceable.

Replacement pipelines would be installed using the open trench construction technique (“cut and cover”), which would involve saw cutting the pavement to be excavated, removing (or abandoning in place) the old pipeline and soil to the desired depth, and compacting the bottom of the trench. The abandoned pipe segments would be cut and capped (capping involves plugging each end of the abandoned pipe segment) and filled with concrete. Trench dimensions would be up to approximately 6 feet wide and 8 to 12 feet deep to install the replacement pipelines. Per Occupational Safety and Health Administration Standards, the walls of trenches more than 5 feet deep would be shored on both sides to prevent cave-ins. Open trenches would be covered with steel plates at the end of each day.

Existing catch basins would be demolished and reconstructed in place during pavement and sidewalk demolition and reconstruction. New catch basins would be constructed and connected to the sewer mains requiring a new lateral connection (to a depth of 8’) to the in-street sewer main. Additional drainage work would include construction of new drainage structures, side sewer lateral and vent assembly adjustment/relocation (as-needed), water meter adjustment/relocation (as-needed), low-pressure fire hydrant relocation (as-needed), and water valve relocations.

Adjustments to parking and traffic, comprising adjustments to the size and placement of loading zones.

On-street parking and loading on the north side of the street would be adjacent to the curb. On-street parking and loading on the south side of the street would be in a floating position with the two-way bikeway and concrete median islands positioned between it and the curb.

Table 2 presents the proposed on-street parking and loading along Howard Street between The Embarcadero and 4th Street. Table 3 presents the proposed on-street parking and loading on side streets. Additional changes to parking and loading may be made following additional outreach from merchants and residents, and in response to changing demand, if needed.

Table 2: Proposed On-Street Parking and Loading Conditions along Howard Street

<i>Location</i>	<i>North Side</i>	<i>South Side</i>	<i>Loading Changes Summary</i>
Between The Embarcadero and Steuart Street	None	None	No changes to loading

Between Stuart Street and Spear Street	1 passenger loading zone (36') 3 part-time metered commercial loading spaces	1 metered commercial loading space	Passenger loading zone on north side decreased from 57' to 36'
Between Spear Street and Main Street	5 part-time metered commercial loading spaces	1 passenger loading zone (42')	Metered commercial loading spaces moved from south to north side Passenger loading zone on south side decreased from 86' to 42'
Between Main Street and Beale Street	1 metered commercial loading space	1 passenger loading zone (100')	Passenger loading zone moved from north to south side and extended from 70' to 100'
Between Beale Street and Fremont Street	1 passenger loading zone (43')	3 metered commercial loading spaces 1 passenger loading zone (50')	Passenger loading decreased from 60' to 43' One metered commercial loading zone added and passenger loading extended from 40' to 50'
Between Fremont Street and 1st Street	5 metered commercial loading spaces 1 passenger loading zone (60')	1 passenger loading zone (60')	Two metered commercial loading spaces added and passenger loading zone extended from 59' to 60'
Between 1st Street and 2nd Street	10 general metered parking spaces 5 part-time general metered parking spaces 2 metered commercial loading spaces 1 passenger loading zone (125') 1 passenger loading zone (63')	9 general metered parking spaces 3 metered commercial loading spaces 1 passenger loading zone (61') (M- Sa 7A-7P) 1 passenger loading zone (40')	On north side, one passenger loading zone increased from 122' to 125' and one passenger loading zone increased from 62' to 63' On south side, one passenger loading zone extended from 44' to 61' and one passenger loading zone decreased from 42' to 40'
Between 2nd Street and New Montgomery Street	2 metered commercial loading spaces	2 metered commercial loading spaces 1 passenger loading zone (57')	One metered commercial loading space added on both north and south sides. Passenger loading zone extended from 41' to 57'
Between New Montgomery Street and Hawthorne Street	20 metered motorcycle spaces	None	No changes to loading
Between Hawthorne Street and 3rd Street	1 part-time passenger loading zone (66') 1 metered commercial loading spaces 1 passenger loading zone (66') 1 taxi stand (44')	10 general metered parking spaces 1 passenger loading zone (44')	Passenger loading zone extended from 37' to 44'

Between 3rd Street and 4th Street	1 passenger loading zones (225') 1 passenger loading zone (40') 1 passenger loading zone (60')	None	Passenger loading zones shortened on the north side
-----------------------------------	--	------	---

Table 3: Proposed On-Street Parking and Loading Conditions along Side Streets

<i>Location</i>	<i>East Side</i>	<i>West Side</i>
Steuart Street, north of Howard Street	Removes 2 metered commercial loading spaces	No change
Steuart Street, south of Howard Street	Removes 1 general metered parking space	No change
Spear Street, north of Howard Street	Removes 12 metered commercial loading spaces, (converting all angled into parallel)	No change
1 st Street, south of Howard Street	Removes 2 general metered parking spaces Adds 10 motorcycle spaces	Removes 1 commercial loading spaces
3 rd Street, north of Howard Street	Removes 1 general metered parking space Adds 2 part-time commercial loading spaces	No change

New landscaping, new street trees in new tree wells, replacement of trees in existing wells, and construction of irrigation systems with conduit, water lines, and controllers.

New landscaping would be constructed in new sidewalk, island, and median areas including the installation of groundcover, shrubs, trees, and ground coverings (e.g., bark mulch, cardboard lining, unstabilized decomposed granite). Approximately eighty (80) new trees would be installed. New trees would each involve ground disturbance of approximately 5-feet wide (square) by 5-feet deep to accommodate planting and installation of aeration tubes, tree wells, staking, and support frames. Tree well headers would be constructed flush with the sidewalks. Irrigation bubblers for shrubs and groundcover would be constructed approximately 12-inches below grade and would utilize the same pits and trenches excavated for installation of lines and plants.

Above ground irrigation features including backflow preventers and pedestal mount controllers would be constructed on 6-inch minimum thickness concrete pads on 95% compacted soil or compacted subgrade. These features will be protected by stainless steel enclosures (e.g., Guardshack Coast Guard stainless steel or SSE Heavy Duty stainless steel enclosure). Backflow lines would be constructed at a maximum of 30-inches below the top of concrete pads (top depth of pipe) via trenching approximately 32-inches deep into subgrade to accommodate line installation and concrete thrust blocks. Top depth to supply lines would be 36-inches below grade to be installed via trenching approximately 40-inches deep into subgrade or native soil to accommodate line installation as well as control, quick coupling, and gate valves with associated valve boxes. Valve boxes would be constructed from concrete and have vandal resistant lockable or bolt-down lids.

Site furnishings.

Landscape features, such as precast furniture, benches, and other landscape and lighting elements would be manually installed and with the use of small truck cranes. Site furnishing zone would be constructed on the outer portion of the sidewalk adjacent to the two-way bikeway. The site furnishing zone would be constructed with precast concrete unit pavers on either a 4-inch aggregate or 3-and-1/2-inch concrete base. Site furnishings would include stainless steel bike racks and benches, light poles, and tree wells. Bike racks and surface mount benches would be affixed to the concrete paving using anchor

bolts with vandal proof bolt heads. Tree wells would each involve ground disturbance of approximately 5-feet wide (square) by 5-feet deep to accommodate planting and installation of aeration tubes, tree wells, staking, and support frames. Light poles would be installed with Cast-In-Drilled-Hole concrete piles on the center line of the site furnishing zone. Light pole foundations would be anticipated to go down to a depth of 9-feet. The maximum depth of excavation for new signals would be twelve (12) feet for pole foundations, eighteen (18) inches for the pull boxes, sixteen (16) inches for the cabinet foundation, and twenty-four (24) inches for the underground conduits.

STEUART STREET SCOPE

Conversion of One-Way Steuart Street between Mission Street and Howard Street to Two-Way Existing Condition

Steuart Street between Mission Street and Howard Street currently consists of two southbound vehicle travel lanes. The sidewalk on the east side of Steuart Street varies in width between 10 and 14.5 feet due to curb extensions midblock. The sidewalk on the west side of Steuart Street varies in width between 14 and 22 feet wide. There is currently on-street parallel parking and loading on the west side of the street. There is currently on-street angled parking and loading on the east side of the street. The project site is adjacent to several historic resources: Rincon Annex Post Office (99 Mission Street), Audiffred Building (1-21 Mission Street), and ARMY-NAVY Y.M.C.A. (APN 3715007).

The proposed project would reconfigure the street by converting one southbound travel lane into a northbound travel lane, allowing for two-way travel. Parking and loading on the east side of the street would remain angled parking. Parking and loading on the west side of the street would remain parallel. New traffic signals at the intersections of Steuart Street and Mission Street and Steuart Street and Howard Street would be installed to facilitate new northbound travel.

Construction would include standard installation of roadway striping, curb painting, signs, traffic signal retiming, and traffic signal upgrades.

SPEAR STREET SCOPE

Conversion of One-Way Spear Street between Mission Street and Howard Street to Two-Way

The project proposes one northbound travel lane and two southbound travel lanes on Spear Street. The proposed project would reconfigure the street by converting one southbound travel lane into a northbound travel lane, allowing for two-way travel. Construction of this reconfiguration would comprise pavement demolition and reconstruction followed by new directional lane striping. Parking and loading on the east side of the street would be converted from angled to parallel. Parking and loading on the west side of the street would remain parallel.

Construction would include standard installation of roadway striping, curb painting, signs, traffic signal retiming, traffic signal upgrades, and parking meter relocation along Spear Street between Mission Street and Howard Street. This scope of work would be led by SFMTA field crews. Construction would also include curb ramps and new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles). The maximum depth of excavation for new signals would be twelve (12) feet for pole foundations, eighteen (18) inches for the pull boxes, sixteen (16) inches for the cabinet foundation, and twenty-four (24) inches for the underground conduits.



Daniel Lurie

Mayor

Carla Short

Director of Public Works

Division of Contract Administration

49 South Van Ness, Suite 1600

San Francisco, CA 94103

www.sfpublicworks.org

Public Works Project Manager Form

Project Manager/Project Lead: Trent Tieger / Y La

Public Works Division/Section: BPM, BOE

Contract Title: Transbay Howard Streetscape Project

Supplier Name: Esquivel Grading & Paving

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

Contract Background: The Transbay Howard Streetscape Project includes work along Howard Street from 4th Street to Embarcadero in San Francisco, California and consists of environmental, paving, sewer/drainage, SFWD EFWS, structural, sidewalk basement, landscape/site improvements, electrical, traffic/pedestrian signal, lighting, overhead contact system (OCS), traction power, traffic control, and all related work.

Contract Funding Source(s):

Source(s)	Amount
CFD Transit Center	\$16,001,403.08
Affordable Housing & Sustainable Communities	\$3,500,000.00