



Action Item # 5946/20
Docket Date: October 28, 2020

City of Newport
REQUEST FOR CITY COUNCIL ACTION

To: Mayor Jamie P. Bova & Members of the City Council
From: Joseph J. Nicholson, Jr., Esq., City Manager
Date: October 15, 2020
Subject: Supplemental Agreement - Contract 17-075 - Engineering Services - Safe Routes to School TIP Project/Traffic Calming
Staff Presentation: William R. Riccio, Jr., PE, Director of Public Services

RECOMMENDATION:

The Department of Public Services recommends awarding a supplemental contract agreement to Beta Group, Inc. of Lincoln, Rhode Island for the purpose of providing engineering services to design a new sidewalk along Hillside Avenue and to develop traffic calming measures for Hillside, Ruggles and Harrison Avenues in the not to exceed amount of \$64,970.00.

BACKGROUND AND FINDINGS:

The City of Newport requested a proposal that will allow for the development of construction documents to allow the City to construct a new sidewalk along Hillside Avenue between Bedlow Avenue and Admiral Kalbfus Road that will be constructed with Safe Routes to School Program Funding that is included in the RIDOT Transportation Improvement Program (TIP). In addition, traffic calming measures will be developed for consideration along Hillside, Ruggles and Harrison Avenues in accordance with Resolutions 2020-57, dated July 8, 2020 and 2020-80, dated September 16, 2020. The traffic calming effort will include the development of alternatives and associated costs so that the City can appropriately budget for these improvements in future capital improvement budgets. The supplemental agreement is recommended in conformance with Section X, Supplemental Agreement, of the existing contract.

PREVIOUS LEGISLATIVE ACTION

Resolution 2017-87
Resolution 2020-57
Resolution 2020-80

FISCAL IMPACT

X Currently Budgeted (Account 11-400-1450-50225) ___ Requires additional appropriation ___ No Fiscal Impact

SUPPORTING DOCUMENTS

Resolution
Proposal
Supplemental Agreement

Finance Dept. Review: 10/20/20 Date By: LS (if applicable)

THE CITY OF NEWPORT

RESOLUTION

**OF THE
COUNCIL**

No.

RESOLVED: That the City of Newport approves a supplemental agreement to existing contract 17-075 with Beta Group, Inc, of Lincoln, RI, in accordance with Section X of such contract, incorporating the proposed engineering services work in a not to exceed cost of \$64,970.00 while extending the contract end date to June 30, 2022 and the Mayor is authorized to sign said supplemental agreement on behalf of the City, subject to favorable review by the City Solicitor.

IN COUNCIL
READ AND PASSED

Laura C. Swistak
City Clerk

SUPPLEMENTAL AGREEMENT #2 TO CONTRACT 17-075

By and between

CITY OF NEWPORT and BETA GROUP, INC.

This supplemental agreement is made and entered into by the associated parties in accordance with Section X, SUPPLEMENTAL AGREEMENTS, of said contract 17-075 in order to extend the contract expiration date (term of agreement) to June 30, 2022, and to add new work associated with engineering services for designing a new sidewalk along Hillside Avenue and developing traffic calming measures for consideration for Hillside, Ruggles and Harrison Avenues, in accordance with Resolutions 2020-57 and 2020-80, per all existing contract language as contained within Contract 17-075. The associated dollar amount for this new work shall not exceed sixty-four thousand nine hundred seventy dollars (\$64,970.00) for a new not to exceed total contract value of \$203,590.00.

IN WITNESS HEREOF, the said parties hereto have caused this instrument to be signed by their duly constituted officers, attested, and sealed pursuant to proper resolutions.

By: _____
Party of the First Part (Signature)

Witness

Jamie P. Bova, Mayor, City of Newport

By: _____
Party of the Second Part (Signature)

Witness

Printed Name and Title

Approved as to form by:

Christopher J. Behan, Esq., City Solicitor



October 15, 2020 (rev1)

Mr. William Riccio, PE
Director of Public Services
280 Spring Street
Newport, RI 02840

**RE: Sidewalk and Traffic Calming Improvements
Hillside Avenue, Ruggles Avenue, and Harrison Avenue**

Dear Mr. Riccio:

Based on our discussion, we would like to submit the following proposal to provide professional engineering services for sidewalk improvements on Hillside Avenue and traffic calming engineering to study Hillside Avenue, Ruggles Avenue, and Harrison Avenue. Sidewalk and traffic calming improvements on Hillside Avenue Newport City Council Resolution No. 2020-57 dated July 8, 2020 are aimed to improved walking conditions in the proximity of the Claiborne Pell Elementary School as part of the Federal Highway Administration (FHWA) Safe Routes to School (SRTS) initiative. This project includes the design development to eliminate a sidewalk network gap and create an accessible sidewalk within the SRTS walking area of the elementary school. The work consists of new concrete sidewalks including granite curbing, curb ramps, and other work items to support the project on Hillside Avenue from Bedlow Avenue to Admiral Kalbfus Road (RI Rt 138) and traffic calming improvements from Admiral Kalbfus Road (RI Rt 138) to Beacon Street. Other traffic calming engineering includes the study of Ruggles Avenue and Harrison Avenue as directed by the Newport City Council Resolution No. 2020-80 dated September 16, 2020.

Task 1 – Preliminary Investigation

BETA will perform an initial design evaluation to better determine the feasibility of the proposed improvements and the better define the design parameters. The evaluation will consist of the collection and review of record information taking in to account the "Claiborne Pell Elementary School Road Safety Assessment" conducted in 2013, the School's "Walking School Bus" routes, changes in roadway width, the realignment of the curb lines, anticipated requirements for permitting, potential traffic calming alternatives, as well as other relevant information. The preliminary investigation will confirm the location of the proposed sidewalk, identify potential drainage modifications, and to further define impacts to other infrastructure such as utility poles, trees, fences, walls, mailboxes, etc. As part of this task, BETA will provide a conceptual planning level estimate for the new sidewalk section from Bedlow Avenue to Admiral Kalbfus Road.

Task 2 – Topographic Survey (Hillside Ave from Bedlow Ave to Admiral Kalbfus Rd)

This task includes performing a topographic field survey within the project limits of the proposed new sidewalk section. The survey will be performed by a sub-consultant to BETA who is a Rhode Island registered PLS. The survey will include an existing conditions survey and base plan of Hillside Avenue from Bedlow Avenue to Admiral Kalbfus Road. The limits of the survey will include the area within the City right-of-way. BETA will utilize topographical survey information performed by a subconsultant as well as

additional field observations and investigations for the design development of the proposed sidewalk improvements.

Task 3 – Traffic Calming Engineering

3.1 Existing Conditions Analysis

In order to determine appropriate traffic calming measures along the roadways identified by the City, Hillside Avenue, Ruggles Avenue, and Harrison Avenue, an initial study of the vehicular, bicycle, and pedestrian traffic along these street segments is required. As part of the initial effort to define existing conditions, BETA will conduct field investigations of each roadway to determine existing physical characteristics including cross sections, alignments, speed limits, signing, and pavement markings. Presence of on-street parking will be evaluated on each street to assess the current parking conditions. In addition, particular attention will be paid to the number and movements of pedestrians throughout the area to determine potential safety deficiencies. Existing circulation patterns will be identified, such as one-way streets, stop controls, and traffic control devices; their effectiveness will be evaluated as part of the Existing Conditions Analysis phase of the study. Hillside Avenue will also focus on the bicycle and pedestrian environment due to the properties it serves including Miantonomi Memorial Park and the Pell Elementary School.

3.2 Traffic Data Collection

Traffic volume and speed information will be obtained to properly document the traffic operational characteristics of each roadway. The following traffic data collection effort will be completed on each of the identified roadways.

Hillside Avenue

Intersection Turning Movement Counts (TMCs) at one location including Hillside Avenue with Dexter Street. The TMCs will be completed for two hours during the morning and afternoon peak traffic conditions associated with the school arrival and dismissal periods. All users including vehicles, bicycles, and pedestrians will be recorded during the count periods.

Automatic Traffic Recorder (ATR) Counts will be conducted at up to two locations along Hillside Avenue between Admiral Kalbfus Road and Beacon Street. Data will be collected for a minimum five-day period to obtain traffic volume and speed data for vehicles travelling along the study roadway. Supplemental radar speed data will be obtained as necessary within the project area.

Ruggles Avenue

Automatic Traffic Recorder (ATR) Counts will be conducted at up to four locations along Ruggles Avenue between Hazard Road and Ochre Point Avenue. The roadway will be divided by segments based upon similarity of roadway features and abutting land uses. Data will be collected for a minimum five-day period to obtain traffic volume and speed data for vehicles travelling along the study roadway. Supplemental radar speed data will be obtained as necessary within the project area.

Harrison Avenue

Automatic Traffic Recorder (ATR) Counts will be conducted at up to four locations along Harrison Avenue between Carroll Avenue and Ocean Avenue. The roadway will also be divided by segments based upon similarity of roadway features and abutting land uses. Data will be collected for a minimum five-day period to obtain traffic volume and speed data for vehicles travelling along the study roadway. Supplemental radar speed data will be obtained as necessary within the project area.

3.3 Safety Analysis

A review of roadway safety will be completed for each of the roadways included in the study. The analysis will include a review of accident data obtained from the City of Newport Police Department for the latest three year period to determine if there are any safety concerns relative to the frequency, severity or pattern of crashes along the roadways.

3.4 Traffic Calming Measures

The study areas for implementation of traffic calming measures provide access to residential, recreational, and institutional land uses along their length, while also providing access to higher order roadways from the adjoining neighborhoods. As a result, changing one or two of the existing links could potentially result in a ripple effect on the adjacent neighborhood streets. There is always a danger of transferring a problem rather than solving one. Therefore, it is essential to begin development of a plan with all of the stakeholders to develop a balanced approach to address the project issues and develop targeted traffic calming measures to limit the impact on the entire neighborhood. Our staff has learned that consensus building is key to the success of a project of this nature.

Traffic Calming includes the reduction of speed and through traffic volumes on roadways to enhance the street environment for non-motorists by improving safety for all users. It is understood that the City has implemented a Safe Routes to School Project in the community and BETA will use the strategies and best practices model for traffic calming along the study roadways. Recommendations for improvement could potentially include:

- An evaluation of signage throughout the neighborhoods to determine if alternate signage (including the operation of streets as one-way) and/or pedestrian signalization would improve traffic flow and/or pedestrian safety.
- Appropriate traffic calming measures, including physical changes to the roadway cross section such as vertical techniques, including raised crosswalks and speed humps/lumps, and horizontal measures such as neck downs/curb extensions, the introduction of median strips, median islands, chicanes, and traffic circles.
- Public infrastructure improvements for the neighborhood streets such as sidewalks or walkways.
- Parking restrictions or additions in those areas where it is deemed appropriate.
- High visibility crosswalks and other pedestrian enhancements.

All these measures will be reviewed for applicability for the conditions identified during the data collection phase. A report will be prepared that will clearly explain the analysis conducted, assumptions made, and recommendations for each of the study roadways. Graphs, Figures, and Conceptual Plans on aerial mapping will be prepared to illustrate the findings and to show proposed improvements at a conceptual stage. All backup information, traffic data, accident information, etc. will be bound and included with the final report as an appendix.

As part of this Task, BETA will prepare for and attend two (2) public meetings for each project: Hillside Avenue, Ruggles Avenue, and Harrison Avenue for a total of six (6) public meetings.

Task 4 – Design Development

Once the conceptual planning level estimate for the new sidewalk section has been accepted and traffic calming measures alternatives have been selected by the CITY, BETA will complete the design for the project. The design shall be sufficiently detailed for use in preparing permitting applications, in public bidding by the City, and for construction. BETA will develop a plan set to show the proposed work including

new curbing, sidewalk, accessible curb ramps, signage, striping, modifications to existing drainage, and/or any other necessary work. It is anticipated that the plan set will include the following in RIDOT format:

4.1 Hillside Avenue Sidewalk and Traffic Calming

(Plan set to be developed using topographic survey for Hillside Avenue from Admiral Kalbfus Road to Bedlow Avenue, and supplemented with GIS information, field measurements, and ortho imagery for Admiral Kalbfus Road to Beacon Street)

- Cover Sheet (with index)
- Standard Symbols & Legend
- Standard Notes
- Job Specific Symbols & Legend
- Job Specific Notes
- Typical Cross Section(s)
- General Plans
- Location Plans
- Stormwater Management (drainage collection/conveyance)
- Construction Details (if required for non-standard items)
- Signing & Striping Plans

Design plan set submissions are expected to include 30%, 90%, and PS&E

4.2 Ruggles and Harrison Avenue Traffic Calming

(Plan set to be developed using GIS information, field measurements, and ortho imagery)

- Cover Sheet (with index)
- Standard Symbols & Legend
- Standard Notes
- Job Specific Symbols & Legend
- Job Specific Notes
- General Plans
- Construction Details (if required for non-standard items)
- Signing & Striping Plans

Design plan set submissions are expected to include 90% and PS&E

As part of this task, BETA will prepare a Contract Book based on the City's Standard Bid Form and Contract. Construction specifications will be based on the "City Standard Specifications for Construction Within City Right-of-Way" and the "RIDOT Standard Specifications for Road and Bridge Construction". BETA will prepare construction specifications for any items that are non-standard to be part of specifications based design ("book-job").

State and Environmental Permitting

BETA assumes that State and environmental permitting will not be required for these improvements due to the nature and location of the project

Fee Proposal

Based on the descriptions of the tasks provided, the following outlined not to exceed lump sum fee has been provided below.

Task 1	Preliminary Investigation	\$4,720.00
Task 2	Topographic Survey	\$10,640.00
Task 3	Traffic Calming Study	\$28,810.00
	Traffic Calming Engineer/Report	\$7,360.00
	Hillside Avenue	\$2,550.00
	Ruggles Avenue	\$3,120.00
	Harrison Avenue	\$3,120.00
	Public Meetings	\$12,660.00
Task 4	Design Development (Hillside SW & TC)	\$12,070.00
Task 4	Design Development (Ruggles/Harrison TC)	\$8,730.00
Total		\$64,970.00

Assumptions/Limitations


In preparation of this scope of services, BETA assumes the following:

1. This scope does not anticipate or include permitting. Additional work required for permitting above and beyond will be conducted under a supplemental agreement.
2. The City shall periodically provide support in the form of providing available record information, utility maps/plans, and/or record plans.
3. If necessary, subsurface soil investigation work will be provided under a supplemental agreement.
4. The City will be responsible for bidding the project through their Purchasing Department.

We are prepared to commence work on this project immediately upon receipt of a Notice to Proceed. If the scope of services for the work described above changes, an increase or decrease in the fee may result. We will work closely with the City to complete the scope of services on time and on budget. BETA will not exceed the project budget without your written approval.

Thank you for the opportunity to provide engineering services to the City. If you have any questions or require additional information on this matter, please contact feel free to contact us.

Sincerely,
BETA Group, Inc.


Francis J. Marinaccio, PE
Senior Project Engineer



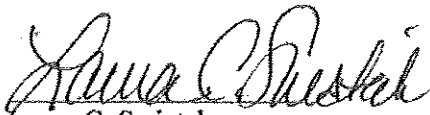
CITY OF NEWPORT

RESOLUTION
OF THE
COUNCIL

No. 2017-87

RESOLVED: that the contract for Pavement Management System Professional Services by and between the City of Newport and BETA Group, Inc., of Lincoln, RI, is hereby approved at a total not to exceed cost eighty eight thousand six hundred twenty dollars (\$88,620.00) and the Mayor is authorized to sign said contract on behalf of the City, subject to favorable review by the City Solicitor.

IN COUNCIL
READ AND PASSED
JULY 12, 2017



Laura C. Swistak
City Clerk

THE CITY OF NEWPORT

RESOLUTION
OF THE
COUNCIL
No.2020-57

- WHEREAS: Malbone Road, Girard Avenue and Hillside Avenue are identified in the city's Comprehensive Land Use Plan as "primary thoroughfares that collect traffic from local residential roads and guide it to the high-capacity arterial streets"; AND
- WHEREAS: The aforementioned streets and Leal Terrace, in the same vicinity, are experiencing increased levels of vehicular traffic, particularly commercial vehicles, and increased reports of speeding incidences at a time when there are also increases in pedestrian and bicycle activity; AND
- WHEREAS: The school zones of both East Bay Met School and Pell Elementary School within and connecting to this area have the potential to see an increase in pedestrian, bicyclist and single car traffic due to changes in how students get to school during the Covid-19 pandemic; AND
- WHEREAS: A transportation master plan will be developed in the near future, but immediate action to increase safety for all modes of travel on these streets must be taken; NOW THEREFORE BE IT
- RESOLVED: That the city administration shall explore short-term solutions including, but not limited to: speed bumps, speed humps, increased visibility of crosswalks, speed limits, crosswalks, sharing roads with bicycles and adding and changing placement of signage indicating no thru traffic on Leal Terrace; AND LET IT FURTHER BE
- RESOLVED: That the city administration will come back to Council with an updated report by August 12, 2020 at the latest.

Angela McCalla
Jamie Bova
Susan Taylor

IN COUNCIL
READ AND PASSED
JULY 8, 2020


LAURA C. SWISTAK
CITY CLERK

CITY OF NEWPORT

R E S O L U T I O N
O F T H E
C O U N C I L
No. 2020-80

WHEREAS, traffic and speeding continue to be major issues on Harrison and Ruggles Avenues; AND

WHEREAS, the City of Newport has been inundated with resident complaints over these issues with communications asking for these concerns to be addressed; AND

WHEREAS, the Public Services Department, ITC, and the Police Department have been addressing similar safety concerns on Girard Avenue and Malbone Road, streets located near the Pell Elementary School, using the Safe Routes to School Project as a best practices model for traffic calming; AND

WHEREAS, both Ruggles and Harrison Avenues are also streets that are impacted by traffic, not only going to and from Rogers High School, but also by tourist traffic/vehicles as entry ways into the Ocean Drive area; NOW, THEREFORE BE IT

RESOLVED, that the City of Newport Public Services, ITC, and Police Departments expand their study and installation of traffic calming solutions as employed in the area around the Pell School to include Harrison and Ruggles Avenues.

KATHYRN E. LEONARD
LYNN UNDERWOOD CEGLIE
JEANNE MARIE NAPOLITANO

IN COUNCIL
READ AND PASSED
SEPTEMBER 16, 2020


Laura C. Swistak
City Clerk