



CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

AGENDA ITEM

Report: Adopts Plans and Specification for the Maintenance District 6 Pavement Rehabilitation Project – Phase II.

- 1) Resolution adopting the Plans and Specification for the Maintenance District 6 Pavement Rehabilitation Project – Phase II, Specification No. 3952, Plan Nos. 1-3118, 3-1589, 4-654, 49-265; and directing the City Clerk to Advertise for Bids.

COUNCIL ACTION

Item Type: Consent Calendar

Approved for April 29, 2025 **calendar**

EXECUTIVE SUMMARY

The construction plans and specification have been completed for the Maintenance District 6 Pavement Rehabilitation Project – Phase II that will add new street pavement, new pedestrian improvements, and plant trees throughout the neighborhood. The intent of this item is for the City Council to adopt the project plans and specification and authorize the City Clerk to advertise for bids.

RECOMMENDATION

Approve the Resolution to adopt the Plans and Specification for the Maintenance District 6 Pavement Rehabilitation Project – Phase II and direct the City Clerk to advertise for bids.

ANALYSIS

Public Works completed the Maintenance District 6 Pavement Rehabilitation Project – Phase I in 2023, which addressed the community's need for resurfaced roadways, pedestrian upgrades, and tree plantings. The Maintenance District 6 Pavement Rehabilitation Project – Phase II aims to continue the same objectives and is part of the city's annual effort to rehabilitate roadway pavements in residential neighborhoods using various pavement treatment methods.

Street resurfacing involves the rehabilitation of existing street pavement that has deteriorated beyond normal maintenance work. It typically consists of the removal of the top 2-inches of existing Asphalt Concrete (AC) pavement, followed by either the placement of 1.5-inches of Asphalt Rubber Hot Mix (ARHM) pavement wearing surface

over a 0.5-inch to variable thickness AC leveling course; or the placement of 2-inches of ARHM pavement wearing surface. This method improves the ride of the roadway, the structural integrity of the pavement, and begins a new service life for the street.

Asphalt Rubber Aggregate Membrane (ARAM) System III involves the rehabilitation of existing street pavement that has deteriorated beyond normal street resurfacing methods. It typically consists of the removal of the top 2-inches of existing AC pavement, followed by the placement of 1.5-inches of ARHM pavement wearing surface, over a 3/8-inch ARAM surface. This method improves the ride of the roadway, the structural integrity of the pavement, and begins a new service life for the street.

ARAM System I is another cost-efficient pavement treatment which prolongs the service life and prevents further deterioration of the pavement, improves the ride characteristics of the roadway, and reinforces the structural integrity of the pavement. It involves the rehabilitation of existing street pavement that has deteriorated beyond normal maintenance work and consists of the placement of Slurry Seal over a 3/8-inch ARAM surface. This method is used for sealing aged and cracked pavements and restoring skid resistance and wearing surfaces that are worn beyond slurry seal treatment methods.

Project Location

The project is located in Maintenance District 6, bordered by Cañada Boulevard to the east, San Gabriel Avenue to the north, Hermosita Drive to the west, and Opechee Way to the south.

The project scope of work includes the following:

- Application of approximately 0.2 centerline miles of emulsion aggregate slurry over ARAM (ARAM System I);
- Approximately 0.6 centerline miles of surface grinding and placement of ARHM;
- Approximately 2.2 centerline miles of surface grinding and Placement of ARHM over ARAM (ARAM System III);
- Selective removal/reconstruction of deteriorated pavement and placement of asphalt concrete and Portland cement concrete pavement;
- Selective removal, repair, and reconstruction of approximately 24,500 linear feet of damaged and/or new curbs and gutters, and 34,500 square feet of sidewalks, driveways, cross gutters, alley aprons, and local depressions;
- Construction and modification of 34 curb ramps to meet ADA guidelines;
- Adjustment of existing manholes, utility valves, and water meters to finished grade;
- Planting of 96 new street trees;
- 60 linear feet of sanitary sewer point repairs and more than 6,300 linear feet of lining;
- Removal and replacement of existing traffic striping and pavement markings; and
- Installation of 100 trash separators inside storm drain catch basins.

Sanitary Sewer Improvements

Public Works Department crews cleaned and inspected the city's wastewater infrastructure within the project area and reported observed deficiencies, damages, and needed repairs. During project design, we evaluated the damages and existing conditions, and prepared the plans and specifications for these sewer repairs. Sanitary sewer improvements as part of this project include repairs to the existing sewer infrastructures that are broken, damaged, and/or pose maintenance issues. The following sewer improvements will be performed as part of this project:

1. Point Repairs consists of the removal of the surface pavement, excavation to the depth below the existing sewer pipe, performing a temporary sewer bypass, replacing broken or damaged portion of sewer pipe with in-kind pipe size and material, trench backfill, and finally, trench resurfacing. This work is performed on the damaged portion of the sewer main line which cannot be repaired using trenchless methods.
2. Cured-in-Place-Pipe (CIPP) lining is a trenchless rehabilitation method and consists of installation of a resin liner that cures to create a hard structural finish inside a damaged pipe. CIPP lining can either be performed in short segments or on the entire sewer main between two manholes depending on the frequency of the existing cracks in the sewer main.

Tree Plantings

A total of 96 new street trees will be planted in vacant locations to infill the street canopy and expand the urban forest as part of this project.

Americans with Disabilities Act (ADA)

The proposed project includes improvements that will comply with the current Federal ADA guidelines.

Competitive Bidding Process

To successfully implement the project design and to ensure competitive bids, the city will advertise the project on multiple plan holders' websites which publish project bidding documents, distribute the information to their extensive network of contractors, and construction industry contacts.

The project will also be advertised in a local newspaper, the Glendale Independent, prior to bid opening, as well as on Bidnet Direct, which is a web-enabled data service to the public sector, for the dissemination of the building and construction project proposals to their large number of member contractors and consultants. Finally, the project bidding documents will also be posted on the city's website. The construction of this project is anticipated to begin in September 2025 and is scheduled for completion by January 2026.

STAKEHOLDERS/OUTREACH

Approximately 2,200 notifications were sent to property owners and occupants along the project limits notifying them of the virtual community meeting on October 30, 2024. The in-person community meeting was also broadcasted on the City's YouTube channel. During the meeting, the public was informed of the project details, construction schedule, future city and contractor notifications, and the impacts of the construction work in their neighborhood. Participants also had the opportunity to phone in and provide their comments and/or ask questions regarding the project.

Approximately one month before the commencement of construction, staff will prepare a notification postcard containing essential project details including a link to the project website. The postcard will be sent by mail to the residences and businesses that will be affected by the construction. Additionally, the contractor will be responsible for distributing door hangers to the affected addresses. The door hangers will be provided one week prior to the start of any construction activity within the project area.

Furthermore, outreach on this project will continue to occur through social media and a dedicated website for the project that is hosted through the City of Glendale domain. The website familiarizes the public to the project and to the project team, explains the scope of work and project locations, and provides the public with staff contact information for questions, discussion, and/or input.

FISCAL IMPACT

There is no fiscal impact associated with this report. The Engineer's estimate for the construction of this project is between \$10,000,000 and \$11,000,000, a portion of which was included as part of the FY 2024-25 budget. Therefore, staff will be requesting for new appropriations or shifting of existing appropriations from other projects primarily from Gas Tax Fund at the time of the contract award.

ENVIRONMENTAL REVIEW (CEQA/NEPA)

The Project is categorically exempt from environmental review because of CEQA Guidelines §§ 15301.

CAMPAIGN DISCLOSURE

This item is exempt from campaign disclosure requirements.

ALTERNATIVES TO STAFF RECOMMENDATION

Alternative 1: Do not approve the resolution adopting the Plans and Specification for the Maintenance District 6 Pavement Rehabilitation Project – Phase II. Doing so, however, will not improve the condition of the City streets and neighborhood in Maintenance District 6.

Alternative 2: The City Council may consider any other alternative not proposed by staff.

ADMINISTRATIVE ACTION

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Approved by:

Roubik R. Golanian, P.E., City Manager

EXHIBITS/ATTACHMENTS

Exhibit 1: Project Location Map