



CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

AGENDA ITEM

Report: Update on the La Crescenta Avenue Rehabilitation Project

- 1) Resolution rejecting all bids, dispensing with competitive bidding, authorizing the Director of Public Works or his designee to directly negotiate with one or more bidders, authorizing the City Manager to execute a construction contract in an amount "not-to-exceed" \$14,750,000, and approving a 10% reserve contingency in the amount not to exceed \$1,475,000, for the La Crescenta Avenue Rehabilitation Project, Specification No. 3829R.
- 2) Resolution rejecting all bids, dispensing with competitive bidding, authorizing the Director of Public Works or his designee to directly negotiate with one or more bidders, authorizing the City Manager to execute a construction contract in an amount "not-to-exceed" \$15,550,000, and approving a 10% reserve contingency in the amount not to exceed \$1,555,000, for the La Crescenta Avenue Rehabilitation Project, Specification No. 3829R, which includes a quick-build demonstration component.
- 3) Resolution of appropriation to appropriate funds for the La Crescenta Avenue Rehabilitation Project for the original scope of work
- 4) Resolution of appropriation to appropriate funds for the La Crescenta Avenue Rehabilitation Project for the original scope of work with a quick-build demonstration component

COUNCIL ACTION

Item Type: Action Item

Approved for August 27, 2024 **calendar**

EXECUTIVE SUMMARY

On July 24, 2024, three bids were received for the La Crescenta Avenue Rehabilitation Project, and after a thorough review, staff found that all three bids were non-responsive because all the bidders did not meet the mandatory minimum qualifications for contractor's references. Now, in order to keep the project on schedule and reduce administrative and implementation costs, it would be more efficient to reject all bids and negotiate with the project bidders instead of rebidding the project.

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Additionally, if the Council opts to include a demonstration element within the original project scope, combining these efforts now would result in economies of scale, which would subsequently result in significantly lower costs compared to bidding the project again. The Engineer's estimate for the demonstration element is \$800,000.

The purpose of this item is to seek City Council's approval to reject all bids and authorize the Director of Public Works to negotiate with one or more bidders for the project, with the option to include a quick build demonstration component if desired.

RECOMMENDATION

Approve a resolution rejecting all bids, dispensing with competitive bidding, and authorizing the negotiation of a contract for \$14,750,000 plus a 10% contingency of \$1,475,000 for the La Crescenta Avenue Rehabilitation Project plus a resolution of appropriation providing adequate funding for this project.

Alternatively approve a resolution rejecting all bids, dispensing with competitive bidding, and authorizing the negotiation of a contract for \$15,550,000 plus a 10% contingency of \$1,555,000 for the La Crescenta Avenue Rehabilitation Project including a quick-build demonstration component plus a resolution of appropriation providing adequate funding for the project including this additional component.

ANALYSIS

The La Crescenta Avenue Rehabilitation project is located on La Crescenta Avenue between North Verdugo Road and Montrose Avenue. Land uses along the project consists of a mix of commercial facilities, single family, and multifamily homes.

This multimodal and pavement rehabilitation project aims to enhance the safety, efficiency, and accessibility of multiple transportation infrastructure options in the La Crescenta project corridor. By repairing and upgrading the pavement structure, this project will renew the lifespan of the roadway, reduce hazards, and provide an opportunity to improve all forms of transportation, such as walking, cycling, public transit, and driving.

Additionally, the Bicycle Transportation Plan (BTP) adopted by City Council in 2012, identifies La Crescenta Avenue as a study corridor for the implementation of dedicated bicycle infrastructure by repurposing driving lanes. To proceed with project plan development, a Traffic Corridor Study (TCS) was conducted to study the existing conditions of the roadway segments to determine the feasibility of incorporating active transportation elements within the project implementation. The TCS studied feasibility of modifying travel lanes, implementing new bicycle facilities, and installing new bicycle lanes by conducting vehicle miles traveled (VMT), level of service (LOS) for intersection operations only, and included a parking utilization analysis. The study resulted in various design alternatives that were shared with the community and various stakeholders over multiple engagement events with the purpose of selecting a design alternative that could accomplish the project's main goals.

Based on the analysis and comparison of various alternatives, an alternative recommended by staff and the Transportation and Parking Commission, was subsequently approved by the City Council to be incorporated as part of the project. This alternative includes the installation of class IV protected bicycles lanes and class II buffered bicycle lanes, resulting in improved active transportation options.

The project scope of work will also include the following:

- Selective removal/reconstruction of deteriorated pavement and placement of asphalt concrete pavement;
- Resurfacing of 1.7 centerline miles of street pavement;
- Selective removal, repair, and reconstruction of approximately 4,900 linear feet of damaged curbs and gutters, and 44,500 square feet of sidewalks, driveways, cross gutters, alley aprons, and local depressions;
- Construction and modification of 59 curb ramps to meet ADA guidelines;
- Upsize of approximately 3,000 linear feet of sanitary sewer main and 200 linear feet of sanitary sewer repairs and lining;
- Adjustment of existing manholes, utility valves, and water meters to finished grade;
- Planting of 20 new street trees;
- Realignment of six intersections;
- Modification of existing traffic signals at four intersections;
- Removal and replacement of existing traffic striping and pavement markings;
- Repurposing a travel lane in each direction and installation of center two-way left turn lane;
- Installation of drywell and bioretention facilities;
- Installation of new reflective pavement on Paloma Avenue between La Crescenta Avenue and Downing Avenue;
- Installation of four creative crosswalks;
- Installation of fiber optic infrastructure at various locations;
- Installation of a new traffic signal at the intersection of La Crescenta Avenue and Oakmont View Drive;
- Installation of a new pedestrian hybrid beacon (PHB) at the intersection of La Crescenta Avenue and Piedmont Avenue;
- Installation of a new mid-block signalized bicycle crossing on La Crescenta Avenue between Las Palmas Avenue and Arlington Avenue, and
- Traffic Signal Modifications at the following intersections:
 - a. La Crescenta Avenue and Montrose Avenue
 - b. La Crescenta Avenue and Honolulu Avenue
 - c. La Crescenta Avenue and Shirlyjean Street
 - d. La Crescenta Avenue and Roselawn Avenue
- Installation of 11,500 linear feet of new class IV protected bicycle lanes and 5,500 linear feet of new class II buffered bicycle lanes or 17,000 linear feet of new class II buffered bicycle lanes;
- Installation of bicycle friendly catch basin surface grates.

Americans with Disabilities Act (ADA)

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

Option 1: Negotiation for Original Scope of Work

On May 21, 2024, the City Council adopted a resolution rejecting all bids received for the La Crescenta Avenue Rehabilitation Project, adopted revised Plans and Specifications, and directed the City Clerk to readvertise for bids.

On July 24, 2024, the city received three bids as follows:

1. Nationwide Contracting Services, Inc.	\$14,755,304.00
2. Toro Enterprises, Inc.	\$15,037,353.10
3. All American Asphalt	\$15,263,091.70

Upon review of the bid documents and after consultation with the City Attorney's office Staff found all three bids to be non-responsive in accordance with the bidding requirements by failing to provide the minimum number of qualifying projects as follows:

Contractor's References – All Projects: The mandatory minimum qualifications require at least three different projects to be completed in the last five years as a prime contractor that have a minimum of three traffic signal improvements, a minimum total contract amount of \$5,000,000, work related to sewer improvements, and work related to street improvements.

Staff has determined that to keep the project on schedule and reduce administrative and implementation costs, it would be in the City's best interest to reject all bids and negotiate instead of rebidding the project. Article IV, Section 9 of the City Charter authorizes the City Council, after rejecting bids, to have the contract negotiated without further bidding.

In addition, staff recommends a reserve for contingencies in the amount of \$1,475,000 or 10 percent of the bid amount. The contingency is based on previous experience with projects, and this is in conformance with the nature of this project. This will also allow staff to account for any incidental work, unforeseen field conditions that could be encountered during construction, underground utilities issues that could arise because of the nature of the project, and any resulting field modifications that may be necessary.

Furthermore, staff has budgeted approximately five percent of the construction amount, or \$737,500 for construction management and engineering support services such as project management, project engineering, construction inspection, quality assurance, quality control, and materials testing.

La Crescenta Avenue Rehabilitation Project Construction Budget

Not-to-Exceed Construction Bid	\$ 14,750,000
10% Contract Contingency	\$ 1,475,000
5% Construction Management & Engineering Support	\$ 737,500
Total Construction Cost	\$ 16,962,500

The construction of this project is anticipated to begin in November 2024 and is anticipated to be completed by November 2025, barring major unforeseen conditions.

Option 2: Negotiation for Original Scope of Work with a Quick-Build Demonstration Component

In addition to keeping the project on schedule and reducing administrative and implementation costs, it would be more efficient to reject all bids and negotiate the contract amount instead of rebidding the project because if the Council opts to include a demonstration element within the original project scope, combining these efforts now would allow us to take advantage of economies of scale, which would result in significantly lower costs compared to bidding the project again.

Therefore, to demonstrate the impacts of the proposed roadway repurposing which includes the removal of a travel lane in each direction and the installation of a new center-two way left-turn lane and bicycle facilities, before transitioning to permanent improvements during construction, staff explored the feasibility of conducting a quick-build demonstration project prior to the final paving operation.

The process for design and construction of transportation infrastructure is laborious and costly. Quick-build street design projects are an alternative approach to deliver active transportation improvements quickly and affordably using lower-cost materials, such as traffic marking paint, flexible delineators, and signage, on a compressed timeline.

The proposed La Crescenta Avenue Rehabilitation Project will include the following traffic lane configuration changes and bicycle infrastructure improvements throughout the corridor at the following locations:

- Repurposing one travel lane in each direction between Montrose Avenue and North Verdugo Road;
- Addition of a center-two way left-turn lane between Montrose Avenue and North Verdugo Road;
- Curb-running Class IV protected bicycle lane installation on southbound La Crescenta Avenue between Sycamore Avenue and North Verdugo Road or buffered Class II bicycle lane that is separated by a striping buffer between the vehicular travel lane and the parking lane;
- Curb-running Class IV protected bicycle lane installation on northbound La Crescenta Avenue between North Verdugo Road and Glenwood Avenue or buffered Class II bicycle lane that is separated by a striping buffer between the vehicular travel lane and the parking lane;
- Class II bicycle lane installation on southbound La Crescenta Avenue between

- Montrose Avenue and Sycamore Avenue;
- Class II bicycle lane installation on northbound La Crescenta Avenue between Glenwood Avenue and Montrose Avenue.

Staff evaluated the feasibility of implementing the quick-build demonstration using various devices to evaluate real-time conditions. However, there are complexities and disadvantages associated with implementing proposed lane configuration changes using traffic cones and other temporary traffic control devices. These devices are typically used for construction traffic control for short-term lane closures of three days or less, and significantly impact residents by restricting the access to street parking along the corridor. When lane closures and lane realignments last more than three days, temporary re-striping of the roadway becomes necessary.

If this alternative is selected by Council, staff recommends first beginning the critical utility infrastructure improvements such as storm drain, sewer, traffic signal, and fiber optic communication infrastructures. Then, to demonstrate the intent of the roadway repurposing, the quick-build demonstration can be implemented after all underground infrastructure work and pedestrian improvements are complete, but before the final paving operations begin.

Should City Council choose to direct staff to include a demonstration component as part of the negotiation of the not-to-exceed contract, staff proposes implementing the demonstration for a period of three to six months to properly analyze the effects of lane repurposing. This timeframe will allow for additional stakeholder feedback and for the assessment of roadway realignment impacts in real-time while the contractor works on other aspects of the projects such as fiber optic installation and work in the adjacent streets. The contractor can also work on punch list items from earlier construction phases while the demonstration is in effect. The Engineer's estimate for the quick build option for this project is approximately \$800,000, for a total not-to-exceed contract amount of \$15,550,000.

As with the other project alternative, staff recommends a 10% reserve for contingencies or \$1,555,000 and 5% for construction management and engineering support services or \$777,500.

La Crescenta Avenue Rehabilitation Project Construction Budget	
Not-to-Exceed Construction Bid	\$ 15,550,000
10% Contract Contingency	\$ 1,555,000
5% Construction Management & Engineering Support	\$ 777,500
Total Construction Cost	\$ 17,882,500

The construction of this project is anticipated to begin in November 2024 and is scheduled for completion by April 2026 at the latest.

Previous Councilmember Suggestions During the Project Advertisement Phase

On May 21, 2024, following the City Council's approved motion, staff was directed to secure additional funding over the subsequent months. During this period, Council stated support for a temporary demonstration work only if it could be carried out without significant cost or difficulty for staff. However, to perform a quick-build demonstration on this corridor would cost approximately \$800,000 and require bidding and the ultimate award of a separate construction contract to by City Council, which was not possible during the four-week period while the project was being readvertised.

Measure R Project Funding

Measure R is a half-cent sales tax for Los Angeles County that finances new transportation projects and programs. In November 2008, Measure R was approved by two-thirds majority, committing a projected \$40 billion to traffic relief and transportation upgrades throughout the County over its 30-year life span. The City's share of Measure R funds for Highway Operational Improvements is approximately \$98.5 million dollars.

As described in the May 21, 2024, report to the City Council, staff had identified additional Measure R funding that was not previously allocated for the project. Staff confirmed with Metro, which oversees the administration of Measure R Sub-Regional funds, that this additional funding could be considered at the July 2024 Metro's Regular Board Meeting, and that the additional items would be eligible after rebid and approval by the board. Hence, staff presented the project and received Metro staff's approval to include the City of Glendale's projects on Metro's July Regular Board Meeting Agenda.

However, despite Metro staff confirming that the City of Glendale projects were recommended for inclusion in the July 2024 Planning and Programming Committee and Regular Board Meeting, City staff discovered that the City of Glendale requested projects were not presented to the Metro committee and board during the July 2024 meetings. After consulting with Metro staff, it was confirmed that the City of Glendale's projects were removed from the meeting agenda. Staff has contacted the Metro team on multiple occasions, via email and phone, and they have been unable to provide the reason for removal of the City of Glendale projects from the July board meeting. Staff intends to request for the inclusion of the projects in the next meeting scheduled for January 2025.

To avoid further delay to the project, the shortfall from the Measure R funds will be supplemented with Measure M Local Return, State Gas Tax, and General funds at the time of a not-to-exceed contract award. When the additional funding from Measure R becomes available, staff will present a resolution of appropriation to the City Council to allocate those funds for the La Crescenta Project and replenish Measure M Local Return, State Gas Tax, and General funds.

STAKEHOLDERS/OUTREACH

In August of 2020, staff conducted a virtual public hearing regarding the removal of an existing crosswalk at the intersection of La Crescenta Avenue and Roselawn Avenue. The public hearing was broadcast on the city's YouTube channel. During the public hearing, the public was informed of the reasoning for the removal of the unused

crosswalk, and was given the opportunity to ask questions and provide comments, and no objection was filed with the city for the removal of the crosswalk at the south leg of the intersection that leads to an in-accessible area alongside the Verdugo Wash.

Moreover, at approximately 60% project design completion, a virtual community presentation was conducted on February 17, 2022, and approximately 2,100 notifications were sent to property owners and occupants along the project limits notifying them of the meeting and encouraging their participation, which was broadcast as well on the city's YouTube channel. During the meeting, the public was informed of the project details, bicycle infrastructure alternatives, construction schedule, future city and contractor notifications, and the impacts of construction work in the neighborhood. After briefing the City Council on the project status and the community meetings, staff was directed to gain additional community input for the critical facility alternative choices, therefore, staff conducted supplemental outreach to impacted residents, community groups, merchant and community associations, a neighboring town council, and chambers of commerce over the course of six months.

During the project design phase, project staff held two general project overview meetings, five in person project meetings and five virtual project meetings. Additionally, staff conducted two email campaigns and provided multiple social media and website updates regarding this project.

Staff understands there are always concerns raised regarding the receipt of notifications for project presentations and events. We are committed to transparent and effective communication and are currently reviewing our notification process to ensure that all stakeholders receive timely and accurate information. This includes potentially increasing the notification radius and using a hand delivery service instead of a mailing service. We also invite any individuals or groups who did not receive a notification to contact our project team directly, so we can provide them with the necessary project information and include them in future communications. Feedback is crucial to our efforts, and we are committed to enhancing communication with all community members.

Transportation and Parking Commission (TPC)

On August 18, 2022, staff presented this project to the TPC. The project details were shared, including the bicycle facility alternatives, outreach efforts as of the TPC meeting date, and next steps. The commission then brought forward a motion to support the bicycle lane installation alternative, and the commissioners voted 3-1 in support of the motion, however, one of the commissioners voting in support of the motion asked for even more outreach to occur. Furthermore, the TPC determined that the selected alternative will further improve safety and active transportation for various modes of travel throughout the corridor and serve the project goals.

City Council

On October 18, 2022, staff presented this project to the City Council that included the

bicycle facility alternatives, outreach efforts as of the Council meeting date, and next steps. The City Council approved the motion to support the alternative proposed by staff and recommended by the TPC, which includes the removal of one travel lane in each direction, installation of a center two-way left turn lane, and installation of Class II and Class IV bicycle facilities along La Crescenta Avenue.

In addition, at approximately 90% project design completion, an in-person community presentation was conducted on March 8, 2023, with 60 attendees. Approximately 22,300 notifications were sent to property owners and occupants within the City's zip codes of 91208, 91214, and 91020, notifying them of the meeting and encouraging their participation. During the meeting, the public was informed of the final project details, bicycle infrastructure alternative, construction schedule, future city, and contractor notifications, and impacts of construction work in their neighborhood. In response to the community feedback, staff incorporated the installation of bioretention facilities, intersection realignments at various locations, and other infrastructure improvements to promote multimodal transportation and improve overall corridor safety. Additionally, key elements of the project, such as travel lane removals and center two-way left turn lane installations will be emphasized in upcoming community notifications, which was a request from the community.

In summary, and to date, PWD has conducted two general project overview meetings, an additional five in-person meetings, five virtual meetings, two email campaigns, and multiple social media informational updates. We have reached out to multiple stakeholders for this project and presented to any group or organization from the community who accepted our invitation to speak to them to publicize the project details to as many impacted stakeholders as possible. Feedback received throughout the process included in-person comments, emails, and phone calls. Additionally, the Glendale Police Department and the Montrose Verdugo City Chamber of Commerce conducted outreach events to connect with various community stakeholders. They used their extensive outreach capabilities and audience network to send out an email postcard that highlighted the project, provided resources for further information, included contact details, and encouraged community feedback. By tapping into their established email networks, we were able to significantly expand the reach and effectiveness of our project communication.

Approximately one month before the commencement of construction, staff will prepare a notification postcard, also known as the Director of Public Works' Letter, containing essential project details including a link to the project website. The postcard will be hand delivered to residences and businesses that will be affected by the construction. Additionally, the contractor will be responsible for distributing two distinct door hangers to the affected addresses. One set of door hangers will be provided two weeks prior to the start of any construction activity within the project area, while the second set will be distributed three days before construction begins.

Furthermore, outreach on this project continues to occur through a dedicated website for the project. The link to this website will be posted on all project outreach notifications such

as project signs, postcards, and door hangers. The website page introduces 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

Option 1: Negotiation for Original Scope of Work

The construction contract, contingency, and construction management and engineering support for the La Crescenta Avenue Rehabilitation Project for the original scope of work will cost \$16,962,500, of which \$2,943,871 was included as a part of the FY 2024-25 budget. Therefore, if the City Council selects this option, staff requests for an appropriation of \$14,018,629 from shifting of appropriation from existing projects and from fund balance from the State Gas Tax, Measure R Regional Return, Measure M Local Return, Measure W, Water Surplus, Sewer, and General Fund. The appropriation requests are outlined below:

Existing Appropriation			
Amount	Account String		Funding Source
\$1,973,360	GL: 52100-4020-PWD-0020-P0000 PL: PWD000101N		State Gas Tax Fund
\$970,511	GL: 52100-2550-PWD-0020-P0000 PL: PWD000101G		Measure R Regional Return Fund
Requesting Appropriation			
Amount	From (Account String)	To (Account String)	Funding Source
\$5,014,950	GL: 24219-4020-PWD-0000-P0000	GL: 52100-4020-PWD-0020-P0000 PL: PWD000101N	State Gas Tax Fund
\$79,520	GL: 34301-2550-PWD-0020-P0000 PL: PWD000101G	GL: 52100-2550-PWD-0020-P0000 PL: PWD000101G	Measure R Regional Return Fund
\$3,000,000	GL: 24212-2220-PWD-0000-P0000	GL: 52100-2220-PWD-0020-P0000 PL: PWD00101CN	Measure M Local Return Fund
\$900,000	GL: 24218-2260-PWD-0000-P0000	GL: 52100-2260-PWD-0020-P0000 PL: PWD00101DN	Measure W Fund
\$1,900,000	GL: 27900-5250-PWD-0000-P0000	GL: 52100-5250-PWD-0020-P0000 PL: PWD00101EN	Sewer Fund
\$400,000	GL: 52100-5250-PWD-0020-P0000 PL: 52109	GL: 52100-5250-PWD-0020-P0000 PL: PWD00101EN	Sewer Fund
\$194,000	GL: 52100-5250-PWD-0020-P0000	GL: 52100-5250-PWD-0020-P0000	Sewer Fund

	PL: PWD01038AA	PL: PWD00101EN	
\$1,070,000	GL: 52100-5250-PWD-0020-P0000 PL: PWD01040AA	GL: 52100-5250-PWD-0020-P0000 PL: PWD00101EN	Sewer Fund
\$103,500	GL: 27900-5910-GWP-0000-P0000	GL: 52100-5930-GWP-0020-P0000 PL: PWD00101FN	Water Surplus Fund
\$1,356,659	GL: 25300-1010-000	GL: 52100-4010-PWD-0020-P0000 PL: PWD00101GN	General Fund

Option 2: Negotiation for Original Scope of Work with a Quick-Build Demonstration Component

The construction contract, contingency, and construction management and engineering support for the La Crescenta Avenue Rehabilitation Project for the original scope of work with a quick-build demonstration component will cost \$17,882,500, of which 2,943,871 was included as a part of the FY 2024-25 budget. Therefore, if the City Council selects this option, staff requests for an appropriation of \$14,938,629 from shifting of appropriation from existing projects and from fund balance from the State Gas Tax, Measure R Regional Return, Measure M Local Return, Measure W, Water Surplus, Sewer, and General Fund. The appropriation requests are outlined below:

Existing Appropriation			
Amount	Account String		Funding Source
\$1,973,360	GL: 52100-4020-PWD-0020-P0000 PL: PWD000101N		State Gas Tax Fund
\$970,511	GL: 52100-2550-PWD-0020-P0000 PL: PWD000101G		Measure R Regional Return Fund
Requesting Appropriation			
Amount	From (Account String)	To (Account String)	Funding Source
\$5,014,950	GL: 24219-4020-PWD-0000-P0000	GL: 52100-4020-PWD-0020-P0000 PL: PWD000101N	State Gas Tax Fund
\$79,520	GL: 34301-2550-PWD-0020-P0000 PL: PWD000101G	GL: 52100-2550-PWD-0020-P0000 PL: PWD000101G	Measure R Regional Return Fund
\$3,000,000	GL: 24212-2220-PWD-0000-P0000	GL: 52100-2220-PWD-0020-P0000 PL:PWD00101CN	Measure M Local Return Fund
\$900,000	GL: 24218-2260-PWD-0000-P0000	GL: 52100-2260-PWD-0020-P0000	Measure W Fund

		PL: PWD00101DN	
\$1,900,000	GL: 27900-5250-PWD-0000-P0000	GL: 52100-5250-PWD-0020-P0000 PL: PWD00101EN	Sewer Fund
\$400,000	GL: 52100-5250-PWD-0020-P0000 PL: 52109	GL: 52100-5250-PWD-0020-P0000 PL: PWD00101EN	Sewer Fund
\$194,000	GL: 52100-5250-PWD-0020-P0000 PL: PWD01038AA	GL: 52100-5250-PWD-0020-P0000 PL: PWD00101EN	Sewer Fund
\$1,070,000	GL: 52100-5250-PWD-0020-P0000 PL: PWD01040AA	GL: 52100-5250-PWD-0020-P0000 PL: PWD00101EN	Sewer Fund
\$103,500	GL: 27900-5910-GWP-0000-P0000	GL: 52100-5930-GWP-0020-P0000 PL: PWD00101FN	Water Surplus Fund
\$2,276,659	GL: 25300-1010-000	GL: 52100-4010-PWD-0020-P0000 PL: PWD00101GN	General Fund

ENVIRONMENTAL REVIEW (CEQA/NEPA)

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

CAMPAIGN DISCLOSURE

This item is exempt from campaign disclosure requirements.

ALTERNATIVES TO STAFF RECOMMENDATION

Alternative 1: Approve the attached resolutions and authorize the Director of Public Works to negotiate with one or more bidders and authorize the City Manager to execute a contract for the original scope of work for the La Crescenta Avenue Rehabilitation Project.

Alternative 2: Approve the attached resolutions and authorize the Director of Public Works to negotiate with one or more bidders and authorize the City Manager to execute a contract for the original scope of work with a quick-build demonstration component for the La Crescenta Avenue Rehabilitation Project.

Alternative 3: The City Council may consider any other alternative not proposed by staff.

ADMINISTRATIVE ACTION

Submitted by:

Daniel Hernandez, Interim Director of Public Works

Prepared by:

Viktoriya Pakhanyan, Senior Civil Engineer

Armen Avazian, Principal Civil Engineer

Sarkis Oganessian, P.E., Deputy Director of Public Works/ City Engineer

Rustom Tavitian, P.E., Civil Engineer II

Approved by:

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

EXHIBITS/ATTACHMENTS

Exhibit 1: Project Location Map