**CITY OF GLENDALE, CALIFORNIA**
**REPORT TO THE CITY COUNCIL**

## AGENDA ITEM

Report: Plans and Specification for the Community Beautification Project

1) Resolution adopting the Plans and Specification for the Community Beautification Project, Specification No. 3849, Plan Nos. 1-3088, 1-3093, 1-3107, 3-1580, 3-1585, 4-638, 4-641, 49-257, 50-694, 50-695; and directing the City Clerk to Advertise for Bids

## COUNCIL ACTION

**Item Type**: Consent Calendar

**Approved for** March 7, 2023 **calendar**

## EXECUTIVE SUMMARY

The construction plans and specification have been completed for the pavement rehabilitation and capital improvements on Concord Street and adjacent streets and Acacia Avenue and adjacent streets. Staff respectfully asks City Council to adopt the project plans and specification and advertise for bids.

## COUNCIL PRIORITIES

Infrastructure: The capital improvements as part of this project will improve the roadway infrastructure, sewer capacity, storm drain infrastructure, and eliminate street flooding.

Mobility/Connectivity/Safety: This project will improve pedestrian and traffic safety, modernize the aging traffic signal infrastructure, and improve the use of several modes of transportation.

## RECOMMENDATION

Approve the resolution adopting the Plans and Specification for the Community Beautification Project.

## BACKGROUND

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 of street resurfacing improves the ride of the roadway, the structural integrity of the pavement, and begins a new service life for the street.

Concord Street between Fairmont Avenue and Glenoaks Boulevard is an approximate 0.3-mile-long corridor. The roadway right-of-way on Concord Street, Patterson Avenue, Greydale Avenue, Fairmont Avenue, and Chester Street allow for one travel lane and an on-street parking lane in each direction. Acacia Avenue between Glendale Avenue and Chevy Chase Drive is an approximate 0.7-mile-long corridor. The roadway right-of-way on Acacia Avenue, Mariposa Street, and Boynton Street allow for one travel lane and an on-street parking lane in each direction.

There are signalized intersections at Concord Street and Fairmont Avenue and Glenoaks Boulevard; at Acacia Avenue and Glendale Avenue and Chevy Chase Drive; and at Boynton Street and Chevy Chase Drive.

Land uses along the project consist of a mix of single family and multi-family residential, with some retail/office use.

Concord Street runs perpendicular to the Glendale 134 Freeway and connects to Fairmont Avenue within a block of the freeway on and off ramps. The speed limit on Concord Avenue is posted at 30 mph. The speed limits on Patterson Avenue, Greydale Avenue, Fairmont Avenue, and Chester Street are posted at 15 mph. Fremont Park is a major destination adjacent to the project. Acacia Avenue runs east/west. The speed limits on Acacia Avenue, Mariposa Street, and Boynton Street are posted at 25 mph. Fire Station No. 22, Horace Mann Elementary School, John Muir Elementary School, Theodore Roosevelt Middle School, Glendale Community College Garfield Campus, and Palmer Park are major destinations adjacent to the project.

Project Location

The following capital improvements will be implemented as part of the project:

Street resurfacing at the following locations:

- Concord Street between Fairmont Avenue and Glenoaks Boulevard;
- Patterson Avenue between Concord Street and Easterly Terminus;
- Fairmont Avenue between Concord Street and Chester Street;
- Chester Street between Fairmont Avenue and Patterson Avenue;
- Greydale Avenue between Patterson Avenue and Northerly terminus;
- Acacia Avenue between Glendale Avenue and Chevy Chase Drive;
- Mariposa Street between Chevy Chase Drive and Acacia Avenue; and,
- Boynton Street between Palmer Avenue and Acacia Avenue.

Sewer capacity improvements at the following locations:

- Concord Street between Burchett Street and Glenoaks Boulevard; and,
- Acacia Avenue between Glendale Avenue and Mariposa Street

Storm drain replacement at the following location:

- Concord Street between Fairmont Avenue and Patterson Avenue

Storm drain installation at the following location:

- Acacia Avenue between Boynton Street and Adams Street

Pedestrian and traffic improvements at the following intersections:

- Concord Street and Patterson Avenue; and,
- Loraine Street and Columbus Avenue

Existing traffic signal modifications at the following intersections:

- Concord Street and Glenoaks Boulevard; and,
- Boynton Street and Chevy Chase Drive

Bicycle route (class III) with green shared roadway bicycle pavement marking (B-Type Sharrows) installations at the following location:

- Concord Street between Fairmont Avenue and Glenoaks Boulevard

Drywell installations at the following locations:

- Acacia Avenue between Boynton Street and Adams Street; and,
- Mariposa Street between Chevy Chase Drive and Acacia Avenue

Project Scope of Work

- Surface grinding and placement of approximately 1.5 centerline miles of ARHM;
- Surface grinding and placement of approximately 0.3 centerline miles of ARHM over Asphalt Rubber Aggregate Membrane (ARAM);

- Selective removal, repair, and reconstruction of approximately 6,700 linear feet of damaged curbs and gutters, and 18,700 square feet of sidewalks, driveways, cross gutters, alley aprons, and bus pads;
- Modification and reconstruction of approximately 15 existing curb ramps to meet current ADA standards;
- Adjustment of existing manholes and water meters to finished grade;
- Removal and replacement of existing traffic striping and pavement markings;
- Installation of 3,000 linear feet of new bicycle route (class III) with green shared roadway bicycle pavement markings (B-Type Sharrows);
- Removal and replacement of 1,380 linear feet of sanitary sewer main line;
- Removal and replacement of 230 linear feet of storm drain line;
- Installation of 1,430 linear feet of storm drain line;
- Construction of 4 catch basins;
- Construction of 7 manhole structures;
- Realignment of two intersections;
- Planting of 128 new street trees;
- Modification of existing traffic signals at two intersections; and,
- Installation of two drywells.

Pavement Rehabilitation

Pavement Rehabilitation consists of the removal and replacement of the top two inches of roadway pavement using ARHM.

ARHM is composed of conventional asphalt concrete mixed with recycled tire rubber material. ARHM provides a longer service life than conventional asphalt concrete. It also provides a smoother and quieter ride while reducing the amount of scrap rubber tires buried in landfills.

ARAM is another structural pavement layer used in the pavement rehabilitation of this project. It is composed of asphalt emulsion and coarse aggregate coated with asphalt emulsion, where the asphalt emulsion is rubberized with recycled tire rubber material. ARAM provides an extended service life to the existing asphalt concrete pavement by filling the pavement cracks with the flexible rubberized emulsion. ARAM is typically covered with either slurry seal or ARHM.

Conventional AC is also used for localized full depth pavement removal and replacement where required and will be used at localized areas that require the full pavement section to be repaired before the final asphalt wearing surface is installed.

Sanitary Sewer Improvements

As part of a City-wide wastewater infrastructure master plan, sections of deficient sanitary sewer lines are identified and recommended for capacity improvements. Sanitary sewer capacity improvements as part of this project will consist of the removal of the surface pavement, supporting/protecting existing utilities, excavation to the depth below the existing sewer pipe, performing a temporary sewer bypass, replacement of existing sewer pipe with larger pipe size, reconnecting existing house connections, trench backfill, and finally, trench resurfacing.

Storm Drain Improvements

Public Works field crews clean and inspect City-owned storm drain infrastructures on a rotational basis. As part of the cleaning process, the field crews report observed deficiencies, damages, and needed repairs to the Engineering Division. Moreover, storm drain deficiencies resulting in street flooding are reported to Public Works by residents during large storm events. Based on these reports, Public Works evaluates the damages and deficiencies, studies existing conditions, identifies remedies, and prepares the plans and specifications for these improvements for bid.

Storm drain improvements as part of this project include repairs to the existing storm drain infrastructure that is broken, damaged, and/or poses maintenance issues as well as installation of new storm drain lines where necessary. The improvements are as follows:

1. Pipe replacement consists of the removal of the surface pavement, supporting/protecting existing utilities, excavation to the depth below the existing storm drain pipe, replacement of damaged 18-inch corrugated metal pipe (CMP) with 18-inch reinforced concrete pipe (RCP), trench backfill, trench resurfacing, removal of the existing damaged catch basin, and construction of a new 14-foot curb opening catch basin.

2. New storm drain installation will consist of the removal of the surface pavement, supporting/protecting existing utilities, excavation to the depth below the proposed storm drain pipe, placement of new 18-inch RCP storm drain laterals and 24-inch RCP storm drain main line, trench backfill, trench resurfacing, and installation of new manholes and catch basins. This new storm drain line then connects to an existing County of Los Angeles storm drain line, and maintenance and operations will be transferred to the County once constructed.

Intersection Realignments

As part of any major CIP project, Public Works evaluates the existing intersection conditions to identify pedestrian mobility and safety improvements. To take advantage of economies of scale, Public Works includes realignment and improvements of previously identified deficient intersections to upcoming CIP projects.

Intersection realignments as part of this project include extending existing curb configurations, shortening crosswalk lengths, implementing all-way stop controlled intersections, installation of new ADA compliant curb ramps, and installation of new signing and striping.

Tree Plantings

A total of 128 new street trees will be planted in vacant locations to infill the street canopy and expand the urban forest as part of this project on the following streets:

- 23 trees on Concord Street between Fairmont Avenue and Glenoaks Boulevard;
- 7 trees on Patterson Avenue between Concord Street and Easterly Terminus;
- 2 trees on Chester Street between Fairmont Avenue and Patterson Avenue;
- 76 trees on Acacia Avenue between Glendale Avenue and Chevy Chase Drive;
- 6 trees on Mariposa Street between Chevy Chase Drive and Acacia Avenue;
- 13 trees on Boynton Street between Palmer Avenue and Acacia Avenue; and,
- 1 tree on Loraine Street near Columbus Avenue;

Americans with Disabilities Act (ADA)
The proposed project includes improvements that will comply with current Federal ADA guidelines.

## ANALYSIS

To ensure competitive bids, the City will advertise the project on multiple plan holders' web sites who publish requests for bids for projects and distribute the information to their extensive network of consultant, contractor, 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 eBidboard, which is a web enabled data service to the public sector, for the dissemination of the building and construction project bids 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 July 2023, with major storm drain and sewer improvements scheduled for completion by November 2023 and the remaining street capital improvements scheduled for completion by March 2024.

Furthermore, the proposed improvements to the corridors consulted various master plans, programs, policies, and initiatives for recommendations and guidance, including, but not limited to the following:

Pavement Management Program
The corridor and adjacent side streets have been identified for replacement by the use of pavement overlay methods as part of the Pavement Management Program to preserve and extend the useful life of the roadway by optimizing available funds to meet the road network needs.

Citywide Pedestrian Plan
The corridors and adjacent streets are not currently identified in the Citywide Pedestrian Plan, however, the project was studied further and will implement various pedestrian safety improvements at two intersections, such as realigning the roadway to shorten crossing time and installing three new stop signs. The project will also comply with the latest ADA requirements; 15 existing curb ramps will be modified or reconstructed.

Bicycle Transportation Plan
Concord Street between Fairmont Avenue and Glenoaks Boulevard is identified in the Glendale Bicycle Transportation Plan (BTP) as a future bike route (type III) with shared roadway bicycle markings. Staff further analyzed the roadway and recommended the installation of green shared roadway bicycle pavement markings (B-Type Sharrows) on Concord Street due to limited right-of-way. The BTP does not recommend the installation of any new bicycle infrastructure on any of the other streets as part of this project.

The approval to use green colored pavement is in accordance with the Federal Highway Administration (FHWA), Manual on Uniform Traffic Control Devices (MUTCD), and National Association of City Transportation Officials (NACTO) guidelines. Colored pavement may be used to enhance the visibility of a shared lane markings and to further encourage desired lane positioning, and where bicyclists and other roadway traffic might have potentially conflicting weaving or crossing movements.

Green Streets Manual
Various green streets elements, such as bio-retention facilities were studied and will be implemented to capture and recharge the groundwater table. Concrete pavement areas that could be removed and replaced with landscape areas and expanding of tree wells were identified, and every opportunity to expand the urban forest was implemented.

Safe Routes to School Program
Horace Mann Elementary School is located on Acacia Avenue adjacent to Boynton Street. Fremont Park is located adjacent to Patterson Avenue between Greydale Drive and Kenilworth Avenue. To ensure safe walking paths, crosswalk improvements will be implemented as part of the project in the vicinity of the nearby schools and parks.

## STAKEHOLDERS/OUTREACH

The multi-modal benefits to the community include the following:

- More livable communities;
- Improved safety for all users;
- More walking and bicycling to improve public health;
- Increased transportation choices;
- Enhanced traffic flow along surface streets in the vicinity of the subject intersections;
- Reduced traffic delays, improved travel time, and consequently reduced fuel consumption and vehicle emissions;
- Greenhouse gas reduction and improved air quality;
- Less street flooding; and,
- Additional sewer capacity.

Approximately 5,318 notifications were sent to property owners and occupants along the project limits notifying them of the virtual community meeting on September 29, 2022. The in-person community meeting was held at the City Hall Council Chambers

and 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.

Furthermore, outreach on this project continues to occur through a dedicated website for the project. 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

There is no fiscal impact associated with this report. The engineer's estimate for the construction of this project is between $6,300,000 and $7,000,000. Funding for this project has been budgeted from the Measure S CIP Fund (4011), State Gas Tax Fund (4020), Sewer fund (5250), and Water Depreciation Fund (5930).

## ENVIRONMENTAL REVIEW

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

Moreover, as part of this project, approximately 9,570 recycled tires will be diverted from the landfills and used in the Asphalt Concrete pavement treatment. An additional 304 tires will be diverted from the landfill and used in the ARAM pavement treatment. Furthermore, conventional AC is composed of aggregate and emulsified liquid asphalt. The aggregate is allowed to contain up to 20 percent recycled AC, which extends the life of both landfills and quarries. Finally, as part of this project, up to 182 tons of asphalt concrete will be diverted from the landfills and used in the roadway structures.

## CAMPAIGN DISCLOSURE

Not Applicable

## ALTERNATIVES

Alternative 1: Adopt the Plans and Specification for the Community Beautification Project and direct the City Clerk to advertise for bids.

Alternative 2: Do not authorize issuance of the Plans and Specification for the Community Beautification Project. Doing so, however, will not improve the condition of the city streets, sewer and storm drain systems, and pedestrian and traffic safety.

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

## ADMINISTRATIVE ACTION

**Prepared by:**
Viktoriya Pakhanyan, P.E., Civil Engineer II

**Approved by:**
Roubik R. Golanian, P.E., City Manager

## EXHIBITS/ATTACHMENTS

Exhibit 1: Project Location Map

**RESOLUTION NO. _____**

**A RESOLUTION OF THE COUNCIL OF THE CITY OF GLENDALE, CALIFORNIA ADOPTING THE PLANS AND SPECIFICATION FOR THE COMMUNITY BEAUTIFICATION PROJECT, SPECIFICATION NO. 3849, PLAN NOS. 1-3088, 1-3093, 1-3107, 3-1580, 3-1585, 4-638, 4-641, 49-257, 50-694, 50-695; AND DIRECTING THE CITY CLERK TO ADVERTISE FOR BIDS.**

**BE IT RESOLVED BY THE COUNCIL OF THE CITY OF GLENDALE:**

**SECTION 1.** The Plans and Specification on file in the City Clerk's office for the Dunsmore Park Improvements Project including the various documents incorporated therein, are hereby approved, adopted, designated, and shall hereafter be known as Specification No. 3849, Plan Nos. 1-3088, 1-3093, 1-3107, 3-1580, 3-1585, 4-638, 4-641, 49-257, 50-694, and 50-695.

**SECTION 2.** The City Clerk is hereby directed to advertise for bids for the work, equipment and materials described in these Plans and Specifications adopted by this Resolution.

Adopted this _____ day of _____, 2023.

_____

Mayor, City of Glendale

ATTEST:

_____

City Clerk

STATE OF CALIFORNIA )

COUNTY OF LOS ANGELES )

CITY OF GLENDALE )

I, Suzie Abajian, City Clerk of the City of Glendale, certify that the foregoing Resolution No. _____ was adopted by the Council of the City of Glendale, California, at a regular meeting held on the _____ day of _____, 2023, the same was adopted by the following vote:

Ayes:

Noes:

Absent:

Abstain:

_____

City Clerk