



CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

AGENDA ITEM

Report: Award of Construction Contract for the Maintenance District 6 Pavement Rehabilitation Project – Phase II

- 1) Motion awarding a construction contract to Palp, Inc. DBA Excel Paving (Excel Paving), in the amount of \$8,925,563, approving a 10 percent contract contingency in the amount of \$892,556, and authorizing the City Manager or a designee to execute the contract.
- 2) Resolution of appropriation to appropriate funds in the amount of \$8,188,949 for the Maintenance District 6 Pavement Rehabilitation Project – Phase II.

COUNCIL ACTION

Item Type: Consent Calendar

Approved for July 29, 2025 **calendar**

EXECUTIVE SUMMARY

The Maintenance District 6 Pavement Rehabilitation Project – Phase II will add new street pavement, new pedestrian improvements, and plant trees throughout a portion of Maintenance District 6.

On May 21, 2025, two bids were received for the Maintenance District 6 Pavement Rehabilitation Project – Phase II, and after thorough review, staff found Excel Paving's bid to be the lowest responsive bid from a responsible bidder.

The intent of this item is for the City Council to award a construction contract to Excel Paving that will cost \$8,925,563 with a 10 percent contingency of \$892,556, totaling \$9,818,119 and to appropriate adequate Gas Tax and enterprise funds to cover the cost of the project.

RECOMMENDATION

Approve the motion authorizing a construction contract with Excel Paving for the Maintenance District 6 Pavement Rehabilitation Project – Phase II, in the amount of \$8,925,563 plus a 10 percent contract contingency of \$892,556 and approve the resolution of appropriation providing adequate funding for this project.

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.

Project Scope of Work

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; and
- Removal and replacement of existing traffic striping and pavement markings.

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, staff 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 current Federal ADA guidelines.

On April 29, 2025, the City Council adopted the project plans and specifications and authorized the City Clerk to advertise the project for bids. The project was advertised in the Glendale Independent, the city's website, as well as various online platforms.

On May 21, 2025, the city received two bids from contractors as follows:

- | | | |
|----|------------------------|-------------|
| 1. | Excel Paving | \$8,925,563 |
| 2. | Toro Enterprises, Inc. | \$9,478,485 |

Upon review of the bid documents, staff found the bid of Excel Paving of \$8,925,563 to be the lowest responsive bid from a responsible bidder. The bid of Excel Paving in the amount of \$8,925,563 is approximately 11% below the Engineer's Estimate of \$10,000,000.

In addition, staff recommends a reserve for contingencies in the amount of \$892,556 or 10 percent of the bid amount. The contingency is based on previous experience with similar projects and is routine for projects of this scale and complexity. 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 5 percent of the construction amount, or \$446,278 for construction management and engineering support services such as project management, project engineering, construction inspection, quality assurance, quality control, and materials testing.

Maintenance District 6 Pavement Rehabilitation – Phase II	
Construction Bid	\$ 8,925,563
10% Contract Contingency	\$ 892,556
5% Construction Management & Engineering Support	\$ 446,278
Total Construction Cost	\$10,264,397

The State of California Contractor's State License Board website confirms that the license of Excel Paving is current, active, and in good standing. Additionally, staff contacted the references provided by Excel Paving and found they had satisfactorily completed their projects.

The construction of this project is anticipated to begin in October 2025 and is scheduled for completion by February 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 that took place on October 30, 2024 at 6:00 p.m. 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

The construction of the Maintenance District 6 Pavement Rehabilitation Project – Phase II will cost \$10,264,397 of which \$2,075,448 was included as part of the FY 2025-26 budget. Therefore, staff is requesting for an appropriation of \$8,188,949 from fund balances of the State Gas Tax, Water Surplus, and Sewer Funds. The appropriation request is outlined below:

Existing Appropriation			
Amount	Account String	Funding Source	
\$2,075,448	GL: 52100-4020-PWD-0020-P0000 PL: PWD00379AN	State Gas Tax Fund	
Requesting Appropriation			
Amount	From (Account String)	To (Account String)	Funding Source
\$6,890,295	GL: 24219-4020-PWD-0000	GL: 52100-4020-PWD-0020-P0000 PL: PWD00379AN	Gas Tax Fund
\$1,242,304	GL: 27900-5250-PWD-0000-P0000	GL:52100-5250-PWD-0020-P0000 PL: PWD00379BN	Sewer Fund
\$56,350	GL: 27900-5910-GWP-0000-P0000	GL: 52100-5930-GWP-0020-P0000 PL: PWD00379CN	Water Surplus Fund

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 motion authorizing a construction contract and resolution of appropriation for the Maintenance District 6 Pavement Rehabilitation Project – Phase II. The condition of the city streets and neighborhoods in Maintenance District 6, however, will not be improved.

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

ADMINISTRATIVE ACTION

Submitted by:

Daniel Hernandez, Director of Public Works

Prepared by:

Rustom Tavitian, P.E., Civil Engineer II

Greg Asaturian, Civil Engineering Associate

Approved by:

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

EXHIBITS/ATTACHMENTS

Exhibit 1: Project Location Map