



## Legislation Text

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**File #:** 22-226, **Version:** 1

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**FROM:**

Scott Schneider, Assistant Public Works Director

**SUBJECT:**

Approve the 2022 Street Resurfacing Project and authorize staff to advertise for construction bids

**RECOMMENDATION**

That the Town Council approves the 2022 Street Resurfacing Project and authorizes staff to advertise for construction bids

**BACKGROUND AND DISCUSSION**

The Town Capital Improvement Program (CIP) typically includes about \$1,000,000 of street paving each year. Most of the streets selected for Fiscal Year 2022/2023 were included in the 5-Year CIP approved by Town Council on August 27, 2019. All segments chosen are in extremely poor condition. This project is larger than our typical annual resurfacing project as we included several streets (e.g. Cordone Dr and Riviera Street) that were not included in the 5-Year CIP but are adjacent to CIP streets, and it would be efficient to include them with this project.

The street resurfacing project includes grinding and paving of the asphalt roadways, construction of curb ramps and replacement of striping. We have included the installation of green-backed sharrows on Cordone and Brookside Drives they are on the School Bike Spine.

2022 Street Resurfacing Project include:

Woodside Drive - Butterfield Drive to Idlewood Drive

Woodside Court - Woodside Drive to end

Oak Springs Drive - Woodside Drive to Angela Ave

Timothy Avenue - Oak Springs Drive to end

Angela Avenue - Oak Springs Drive to Sheila Court

Angela Avenue - Oak Springs Drive to end

Mountain View Avenue - Sir Francis Drake Boulevard to end

Beverly Way - Mountain View Avenue to end

Cordone Drive - Sir Francis Drake Boulevard to end

Brookside Drive - Morningside Drive to Cordone Drive

Riviera Street - Mountain View Avenue to Cordone Drive

The project will be advertised for 30 days starting in late May. Staff will return to Council for Award of the construction contract in late July. Construction is expected to start in late August. The project includes 45 working days (9 weeks).

## **FISCAL IMPACT**

Design Costs	\$ 132,000
Engineer's Estimate for Construction	\$ 1,400,000
Construction Contingency	\$ 140,000
<u>Construction Management</u>	<u>\$ 40,000</u>
Total Project Costs	\$ 1,712,000

Funding for the design costs was included in the FY 2021/2022 budget. Funding for construction is available from Measure D and the Road Maintenance Fund, and is included in the FY2022/2023 budget.

## **GENERAL PLAN CONSISTENCY**

The General Plan does not address maintenance of the Town's roadway network, but rather focuses on changes to the roadways (additional lanes, turn pockets, etc). The street resurfacing project maintains the current roadway configurations while improving the roadway surface and striping for all modes of transportation (vehicle drivers, bicyclists, pedestrians and transit users).

## **CEQA AND CLIMATE ACTION PLAN CONSISTENCY**

The Town finds this project to be categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 Class 1, because it involves rehabilitation of existing streets, sidewalks, and gutters that will not create additional automobile lanes and involves negligible or no expansion of use. (14 Cal. Code Regs. § 15301). None of the exceptions to this Class 1 categorical exemption apply in this instance (14 Cal. Code Regs. § 15300.2). Specifically, successive projects of the same type in the same location will not cause significant cumulative impacts, as there are no successive projects planned at this time. There are no unusual circumstances presented by this project and the project will not result in damage to scenic resources within a designated state scenic highway. Finally, the project will not cause a substantial adverse change in the significance of a historical resource, as no historical resources will be impacted.

As with any paving project, the Town follows our Complete Streets Policy which aims to improve the street not just for vehicular traffic, but for pedestrians and bicyclists as well as transit. New and modified curb ramps and enhanced crosswalks improve pedestrian safety, and improved pavement condition makes conditions safer for bicyclists. (Climate Action Plan 2030 Transportation Measures T-2 Bicycling and T-3 Walking).