

DATE: July 22, 2020

AGENDA ITEM # 2



**TO:** Complete Streets Commission

**FROM:** Kathy Kim, Assistant Engineer – Transportation Division

**SUBJECT:** Project Update: Fremont Avenue Pavement Rehabilitation Project,  
Grant Road to Easterly City Limits at Stevens Creek Bridge

**RECOMMENDATION:**

Receive staff report on status of Fremont Avenue Pavement Rehabilitation Project

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**INTRODUCTION**

The Fremont Avenue Pavement Rehabilitation Project is located between Grant Road and the Easterly City Limit at Stevens Creek Bridge. The project is partially funded through a grant from the One Bay Area Grant (OBAG) Program. The project includes pavement rehabilitation and new signage & striping treatments.

The project design consultant, Bellecci & Associates, completed its pavement studies and prepared four different pavement treatment options. These options were presented at the Complete Street Commission meetings on October 23<sup>rd</sup>, 2019 and January 22<sup>nd</sup>, 2020 to solicit Commission inputs on preferred treatment options.

On October 23<sup>rd</sup>, 2019, the City hosted an Open House community meeting to introduce the project for the first time to the public and solicited inputs on existing areas of concern regarding traffic operations. Bellecci & Associates incorporated these gathered inputs from the public to develop the concept plan line drawing for signage & striping plan. This plan will be presented to the public again in another Open House community meeting scheduled on August 19<sup>th</sup>, 2020, to gather any further inputs from the public for the final design.

**BACKGROUND**

Fremont Avenue is an east-west minor arterial street located in South Los Altos that directly links Highway 85 in Cupertino with Foothill Expressway/I-280. The street provides one lane per direction and left-turn lanes for side street locations.

Fremont Avenue carries about 13,000 vehicles per day as an Average Daily Traffic (ADT) amount. The street is posted as a 30-MPH speed with 85<sup>th</sup> percentile speeds on Fremont averaging about 35-MPH, consistent with the existing speed survey allowing for police enforcement by radar.

The City received an OBAG grant in the amount of \$336,000 to help repave Fremont Avenue from Grant Road to the Stevens Creek Bridge in 2017. At the recent City Council meeting held on Jun 23<sup>rd</sup>, 2020, the City Council approved the revised project budget of \$2,086,000.

## **DISCUSSION**

The Fremont Avenue Pavement Rehabilitation Project includes both a design and construction phase. The City's design consultant, Bellecci & Associates, started the design phase in August 2019 and it expected to complete in the Fall 2020. The long design period is a result of a grant-required environmental review process by the California – Department of Transportation (Caltrans).

To-date, the City has worked with Bellecci & Associates to complete:

- Topographic survey of the site
- Pavement evaluation to identify failed pavement segments
- Pavement study that analyzes core samples to identify pavement treatment options
- Environmental studies and permit requirements from Caltrans
- An Open House community meeting was held on October 23<sup>rd</sup>, 2019 to solicit public inputs.
- Concept Plan Line Drawings for signage & striping improvements
- Initiated the final design with two treatment options described below

A several types of pavement treatment were initially considered for this project. Of these options, the City decided to proceed with two pavement treatments described below, one of them being an alternative option:

- 1) Dig Out Repairs with 1.5” Hot Mix Asphalt (HMA) Overlay  
Life Cycle: 6-8 years  
Cost Estimate: \$1,546,048

This method involved isolated repairs to only the identified pavement failure areas what are known as “Dig-out Repairs”. The dig-out repairs include removal of pavement and subbase supporting structure by as much as 6”-8” below the roadway surface. After all the dig-out repairs are completed, the entire roadway section is covered with 1.5” of new asphalt overlay that is leveled to help provide adequate drainage and a smooth driving surface for motorists and riding surface for bicyclists.

- 2) Cold In-Place Recycling – CIR (Rehabilitation)  
Life Cycle: 12-14 years  
Cost Estimate: \$2,070,000

CIR is the recommended pavement treatment by Bellecci & Associates as part of the project pavement report. CIR is a newer pavement treatment method that includes a grind of the entire roadway (3-inches) followed by a HMA Overlay (1.5 inches). The old roadway is ground and placed back on the roadway with a binding agent that results

in a greener construction method due to the elimination of off-hauling of old roadway material.

CIR pavement methods provide excellent roadway level opportunities and address both known and unidentified pavement failures in the existing roadway resulting in longer pavement life cycles. This construction method is more expensive compared to City's standard Dig-Out/HMA Overlay practices.

The City and Bellecci & Associates will continue developing the final designs with inputs to be provided from the Commission and the public at the scheduled Open House in August. As mentioned above, the design and Caltrans' Authorization to Proceed are anticipated to be completed in Fall 2020. Once completed, the City will advertise for bids as early as Winter 2020, and the construction will take place in Summer 2021.

The City will return to the Commission in August or September with the final design.