

RESOLUTION NO. 2021-25

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING  
ADVERTISING AND CALL FOR BIDS FOR THE CITY OF MARINA ANNUAL STREET  
RESURFACING 2021 PHASE 1- FLOWER CIRCLE RECONSTRUCTION.

WHEREAS, at the regular meeting of May 21, 2019, the City Council of the City of Marina adopted Resolution No. 2019-54, receiving the proposed 2019-20 & 2020-21 Capital Improvement Program (CIP) budget, receiving staff presentation thereof, and providing direction towards the CIP budget adoption. As part of the staff presentation, the City's annual street resurfacing project was introduced with Senate Bill 1 Road Maintenance and Rehabilitation Account funds, Measure X and General Fund funding a FY 19/20 budget for roadway maintenance, and;

WHEREAS, at the regular meeting of May 16, 2019, the Public Works Commission received a presentation on the scope of the 2-year Citywide Street Repair Program, and;

WHEREAS, the City Annual Street Resurfacing Project was divided into two projects: 2020 Reservation Road Pavement Rehabilitation Project and Annual Resurfacing Project. The Annual Resurfacing project is further divided into three phases as follows, Phase 1: Flower Circle Reconstruction, Phase 2: Various Streets Microsurfacing/Chip sealing and construction of American with Disability Act (ADA) compliant curb ramps on various streets, and Phase 3: Slurry Sealing various streets, and;

WHEREAS, Flower Circle is a residential street of approximately 800' long and 31' wide. The work includes but is not limited to; installation of ADA compliant curb ramps, pulverizing existing asphalt concrete pavement and full depth reclamation with cement amendment, roadway excavation and compaction, installation of hot mix asphalt and pavement marking and striping and associated miscellaneous work for a complete road reconstruction in accordance with the Contract documents, and;

WHEREAS, the existing condition of Flower Circle is severely distressed throughout its entirety with a Pavement Condition Index (PCI) less than 10 (failed state). The recommended PCI for good asphalt pavement is greater than 70.

WHEREAS, geotechnical testing and evaluation was conducted at Flower Circle and Full Depth Reclamation (FDR) with cement amendment was recommended as the most cost-effective treatment to bring the roadway to an acceptable PCI. This work triggers ADA compliance requiring installation curb ramps at the northeast and northwest corner of Flower Circle and Carmel Avenue, and;

WHEREAS, Capital Improvement Project funding, APR1801 for the Annual Street Resurfacing has a balance to date amount of \$3,014,924.46. If an award is made, for this project funding will come from CIP AP1801, and;

WHEREAS, the City of Marina Planning Division determined that this action, approving advertising and call for bids for the City of Marina Annual Street Resurfacing 2021 Phase 1: Flower Circle Reconstruction is Categorical Exemptions under CEQA Guidelines per Article 19, Section 15301, Class 1 because the project is consisting of repair and maintenance of existing public structures and facilities with no expansion of use, and;

WHEREAS, the City of Marina Annual Street Resurfacing Phase 1: Flower Circle Reconstruction is ready for bid advertisement, and;

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby approve advertising and call for bids for the City of Marina Annual Street Resurfacing 2021 Phase 1: Flower Circle Reconstruction.

PASSED AND ADOPTED, at a regular meeting of the City Council of the City of Marina, duly held on the 6<sup>th</sup> day of April 2021, by the following vote:

AYES: COUNCIL MEMBERS: Medina Dirksen, Burnett, Berkley, Biala, Delgado

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

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Bruce C. Delgado, Mayor

ATTEST:

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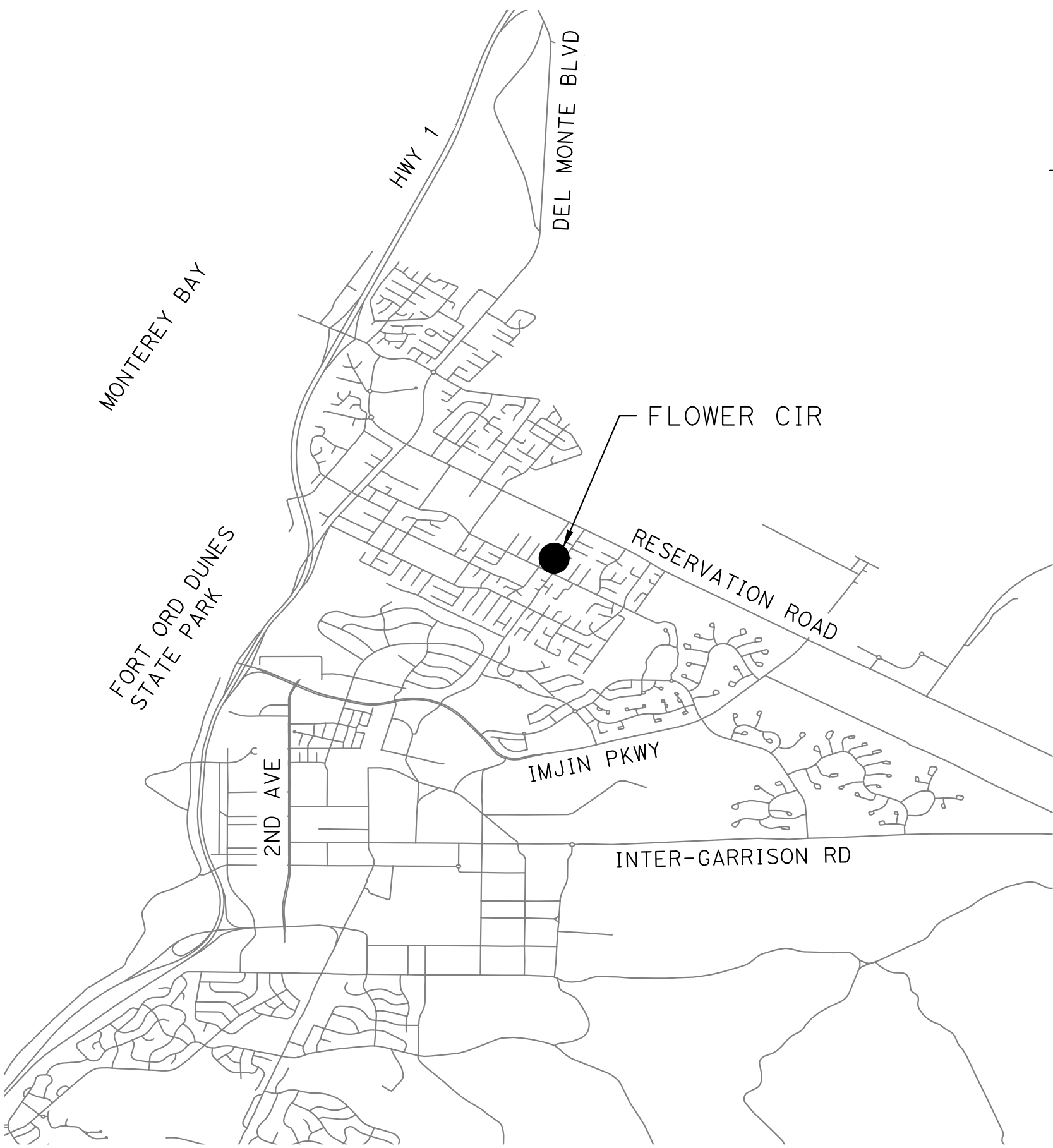
Anita Sharp, Deputy City Clerk



# CITY OF MARINA ANNUAL RESURFACING (PHASE 1)

## FOR THE CITY OF MARINA

FOR USE IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS, THE STANDARD DETAILS OF THE CITY OF MARINA AND  
THE STANDARD SPECIFICATIONS OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DATED 2018



**CITY OF MARINA  
VICINITY MAP**  
NO SCALE



**LOCATION MAP**  
NO SCALE

### INDEX OF PLANS

| NO  | SHEET ID   | DESCRIPTION                          |
|-----|------------|--------------------------------------|
| 1   | T-1        | TITLE SHEET                          |
| 2   | GN-1       | GENERAL NOTES                        |
| 3   | PC-1       | PROJECT CONTROL PLAN                 |
| 4   | X-1        | TYPICAL SECTION AND STANDARD DETAILS |
| 5   | DM-1       | REMOVAL PLAN                         |
| 6-7 | L-1 TO L-2 | PLAN AND PROFILE SHEETS              |
| 8   | C-1        | CONSTRUCTION DETAILS                 |



Know what's below.  
Call before you dig.

Approved for Construction:

Public Works Director/City Engineer

Date

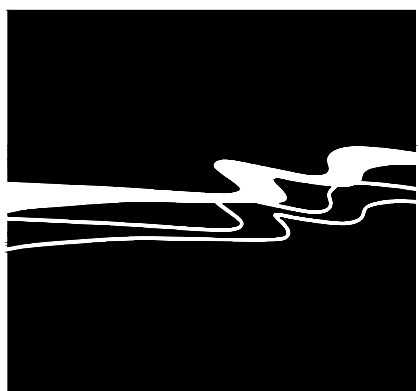


211 Hillcrest Avenue  
Marina, CA 93933

**CITY OF MARINA**  
DEPARTMENT OF PUBLIC WORKS

SCALE: HORIZ AS SHOWN  
VERT  
ORIGINAL SCALE IN INCHES  
FOR REDUCED PLANS  
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PROJECT ENGINEER

PLANS APPROVAL DATE



**CITY OF MARINA ANNUAL  
RESURFACING (PHASE 1)**

**TITLE SHEET**

**FLOWER CIRCLE  
RECONSTRUCTION T-1**

| DESIGNED BY | DRAWN BY | CHECKED BY | JOB NUMBER | SHEET | OF |
|-------------|----------|------------|------------|-------|----|
| PKM/EMP     | PKM/EMP  | SMH        | 1585-0007  | 1     | 8  |



GENERAL NOTES:

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS, THESE PLANS, THE CITY OF MARINA (CITY) STANDARD PLANS, CALTRANS STANDARD SPECIFICATIONS, AND CALTRANS STANDARD PLANS. SEE SPECIFICATIONS FOR ORDER OF PRECEDENCE.

2. THE CONTRACTOR SHALL POSSESS THE CLASS OR CLASSES OF LICENSE AS SPECIFIED IN THE "NOTICE TO CONTRACTORS".

3. THE CONTRACTOR SHALL PRACTICE SAFETY AT ALL TIMES AND SHALL FURNISH ERECT AND MAINTAIN SUCH FENCES, BARRICADES, LIGHTS, SIGNS AND OTHER DEVICES AS MAY BE NECESSARY TO PROVIDE ADEQUATE PROTECTION TO THE PUBLIC AT ALL TIMES.

4. THE CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

5. THE CONTRACTOR SHALL COMPLY WITH CAL/OSHA REGULATIONS REGARDING SAFETY OF ANY APPLICABLE EXCAVATIONS. EXCAVATIONS SHALL BE ADEQUATELY SHORED, BRACED AND SHEETED TO PROTECT AGAINST INJURY, AND PREVENT DISTURBANCE TO EXISTING FACILITIES THAT ARE TO REMAIN AND BE PROTECTED IN PLACE.

6. NO CLOSURES OF LANES, DRIVEWAYS OR PARKING AREAS WILL BE ALLOWED WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER. SEE TRAFFIC NOTES.

7. THE CONTRACTOR SHALL PROVIDE CONTINUOUS ACCESS AROUND THE WORK SITE(S) AND TO ALL ADJOINING PARCELS, COORDINATE THE WORK WITH UTILITY AGENCIES AND PRIVATE LANDOWNER USES, AS WELL AS OTHER CONSTRUCTION WORK IN THE AREA. SEE SPECIAL PROVISIONS FOR REQUIREMENTS.

8. ALL PLANS MUST BE SIGNED BY THE CITY ENGINEER WITHIN THE PAST TWO YEARS AND ALL WORK MUST BE PERFORMED TO THE SATISFACTION OF THE ENGINEER.

9. SEE SPECIAL PROVISIONS FOR ENCROACHMENT PERMIT REQUIREMENTS.

10.SEE SPECIAL PROVISIONS FOR OTHER CITY PERMIT REQUIREMENTS.

11.THE CONTRACTOR SHALL HAVE COPIES OF THE APPROVED PLANS AND SPECIFICATIONS FOR THIS PROJECT ON THE SITE AT ALL TIMES AND CONTRACTOR SHALL BE FAMILIAR WITH ALL APPLICABLE STANDARDS AND SPECIFICATIONS.

12.SHOULD IT APPEAR THAT THE WORK TO BE DONE OR ANY MATTER RELATIVE THERETO IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL SUBMIT REQUEST FOR INFORMATION (RFI) TO THE ENGINEER FOR EXPLANATIONS AS MAY BE NECESSARY.

13.CURB DATA SHOWN IS TO FACE OF CURB, UNLESS OTHERWISE NOTED. FACE OF CURB SHALL BE DEFINED AS AT FLOWLINE OF CURB FACE.

14.ALL CURBS HAVING A CORNER SHALL BE ROUNDED AT THE CORNER BY A CURVE HAVING A RADIUS OF 6".

15.ALL EXCAVATIONS OR TRENCHES IN PAVED OR CONCRETE AREAS SHALL REQUIRE SAWCUTTING IN A NEAT AND UNIFORM MANNER. ALL MATCH OR JOINT LINES TO EXISTING ASPHALTIC CONCRETE PAVING WITHOUT REDWOOD HEADERS SHALL BE SAWCUT.

16.THE CONTRACTOR SHALL TAKE EFFECTIVE ACTION TO PREVENT THE FORMATION OF AN AIRBORNE DUST NUISANCE AND SHALL BE RESPONSIBLE FOR ANY DAMAGE RESULTING FROM HIS FAILURE TO DO SO.

17.THESE PLANS SHALL BE MODIFIED TO INCLUDE ALL AS-BUILT REVISIONS FOR RECORD DRAWINGS. RECORD DRAWINGS SHALL BE SUBMITTED PRIOR TO THE ACCEPTANCE OF IMPROVEMENTS BY THE CITY.

18.NO TRENCH SHALL BE LEFT OPEN DURING NON-WORKING HOURS.

19.USE CALIFORNIA AVENUE TO RESERVATION ROAD AS TRUCK HAUL ROUTE.

UTILITY NOTES:

1. TYPES AND LOCATIONS OF UTILITIES ARE APPROXIMATE AND BASED ON RESULTS OF CITY COORDINATION. CONTRACTOR SHALL FIELD VERIFY ALL UTILITIES WITHIN THE PROJECT ALIGNMENT.

2. THE CONTRACTOR SHALL NOTIFY THE UNDERGROUND SERVICE ALERT (U.S.A.) ONE CALL PROGRAM 811 AND THE CITY AT LEAST 72 HOURS IN ADVANCE OF BEGINNING ANY UNDERGROUND WORK.

3. THE CONTRACTOR SHALL EXPOSE AND VERIFY THE LOCATION, ELEVATION AND CONDITION OF EXISTING UTILITY FACILITIES PRIOR TO BEGINNING ANY EXCAVATION OR OTHER UNDERGROUND WORK IN THE VICINITY OF THOSE UTILITIES.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH UTILITY OWNERS FOR WORK AFFECTING THEIR FACILITIES.

5. ALL VALVE AND MANHOLE COVERS TO REMAIN SHALL BE PROTECTED IN PLACE OR ADJUSTED TO GRADE, PER CITY STANDARDS.

STORM WATER POLLUTION PREVENTION NOTES:

1. THE CONTRACTOR SHALL UTILIZE BEST MANAGEMENT PRACTICES (BMP) FOR WATER POLLUTION CONTROL IN ACCORDANCE WITH THE SPECIFICATIONS, AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

2. BEST MANAGEMENT PRACTICES (BMPS): AT A MINIMUM, THE FOLLOWING BMPS ARE REQUIRED REGARDLESS OF WEATHERING CONDITIONS, AND AS APPLICABLE TO THE CONSTRUCTION ACTIVITIES PLANNED. VERIFY ALL OF THE BELOW MEASURES ARE ADDRESSED ON THE ESCP SUBMITTAL, AS APPLICABLE.

A. WET WEATHER MEASURES: IF POSSIBLE, AVOID LAND-DISTURBING ACTIVITIES DURING THE WET WEATHER SEASON (OCTOBER 15 THROUGH APRIL 15). OTHERWISE, EXTRA BMP MATERIALS (FILTERS, FIBER ROLLS, GRAVEL BAGS, MULCH/STRAW, PLASTIC COVERS) SHALL BE KEPT ON-SITE FOR PRE-RAIN INSTALL.

B. EXISTING VEGETATION: PROTECT EXISTING VEGETATION; AVOID REMOVAL AS REQUIRED AND WHEREVER POSSIBLE; INSTALL APPROPRIATE/PROTECTIVE FENCING, PERIMETER CONTROLS PRIOR TO WORK.

C. EROSION AND SEDIMENT CONTROL: AS APPLICABLE, SLOPE AND SOIL STABILIZATION BMPS SHALL BE UTILIZED TO PREVENT SLOPE EROSION AND SOIL MOVEMENT ON-SITE AND OFF-SITE. NO SEDIMENT MAY LEAVE THE SITE, BE DEPOSITED OFF-SITE, OR POLLUTE STORM WATER RUNOFF FROM THE CONSTRUCTION SITE.

D. STOCKPILE MANAGEMENT: ALL STOCKPILES SHALL BE CONTAINED AND COVERED WHEN NOT ACTIVE AND SECURED AT THE END OF EACH DAY. STOCKPILES SHALL BE SECURELY COVERED OVERNIGHT, AND PRIOR TO, DURING, AND AFTER RAIN EVENTS. NO MATERIAL SHALL LEAVE THE SITE OR MOVE INTO THE STREET.

E. WASTE MANAGEMENT: ALL CONSTRUCTION WASTE SHALL BE CONTAINED AND SECURELY COVERED ON-SITE, INCLUDING TRASH, PAINT, GROUT, CONCRETE, ETC. ANY WASH OUT FACILITY SHALL BE CONTAINED, MAINTAINED, AND ITS CONTENTS DISPOSED OF PROPERLY; NO MATERIAL SHALL BE WASHED INTO THE STREET. TEMPORARY SANITARY FACILITIES MUST BE EQUIPPED WITH SECONDARY CONTAINMENT TRAYS TO PREVENT DISCHARGE OF POLLUTANTS.

F. VEHICLES AND EQUIPMENT: RESPONSIBLE PARTIES MUST ENSURE ALL VEHICLES AND EQUIPMENT ARE MAINTAINED IN GOOD WORKING ORDER, WILL NOT CAUSE DIRT, MUD, OIL, GREASE, OR FUEL TO DISCHARGED OR TRACKED OFF-SITE INTO THE STREET. INACTIVE VEHICLES/EQUIPMENT MUST USE COVER AND/OR DRIP PANS.

G. DRAIN/INLET PROTECTION & PERIMETER CONTROLS: DRAINS/INLETS THAT RECEIVE STORM WATER MUST BE COVERED OR OTHERWISE PROTECTED FROM RECEIVING SEDIMENT, MUD, DIRT, OR ANY DEBRIS, AND INCLUDE GUTTER CONTROLS AND FILTRATION WHERE APPLICABLE IN A MANNER NOT IMPENDING TRAFFIC OR SAFETY. PROPERLY INSTALLED SILT FENCING OR EQUIVALENT LINEAR CONTROL SHALL BE EVIDENT ALONG SITE PERIMETER TO PREVENT MOVEMENT OF SEDIMENT AND DEBRIS OFF-SITE. ALSO, CHANGING CONSTRUCTION CONDITIONS NECESSITATE THAT THE TYPE OF INLET DRAIN PROTECTION IMPLEMENTED BE CHANGED AND/OR ADJUSTED BY THE CONTRACTOR TO ADEQUATELY PROTECT THE STORM DRAIN SYSTEM DURING THE VARIOUS CONSTRUCTION PHASES.

H. SWEEPING: ALL IMPERVIOUS SURFACES (DRIVEWAYS, STREETS) SHALL BE PHYSICALLY SWEEPED (NOT WASHED OR HOSED DOWN), AND MAINTAINED FREE OF DEBRIS AND ACCUMULATIONS OF DIRT. NO TRACKING OFF-SITE.

I. DEWATERING: NO DEWATERING IS ALLOWED FROM CONSTRUCTION SITES UNLESS DISCHARGE IS AN EXCEPTION TO THE DISCHARGE PROHIBITION. ANY PROPOSED DEWATERING MUST BE REVIEWED/CLEARED BY THE CITY AND APPLICABLE REGULATORY AGENCIES.

J. STORMWATER MIXED WITH NON-STORMWATER SHALL BE MANAGED AS NON-STORM WATER.
- SURVEY NOTES:
1. PROTECT ALL MONUMENTS IN PLACE THAT ARE NOT SHOWN TO BE RECONSTRUCTED ON THESE PLANS. IF CONTRACTOR OPERATIONS DAMAGE SURVEY MONUMENTS TO BE PROTECTED, THE CONTRACTOR SHALL REPLACE THEM, IN PLACE, AT NO ADDITIONAL COST TO THE CITY IN ACCORDANCE WITH BUSINESS AND PROFESSIONS CODE OF CALIFORNIA SECTION 8771.

2. EXISTING TOPOGRAPHY SHOWN IS BASED ON OCTOBER 2020 FIELD SURVEY BY WALLACE GROUP.

3. BENCHMARK AND BASIS OF BEARING AS SHOWN ON PROJECT CONTROL SHEETS.

4. RIGHT OF WAY (ROW) LIMITS SHOWN ARE APPROXIMATE AND BASED ON RECORD INFORMATION ONLY, BOUNDARY SURVEYS HAVE NOT BEEN CONDUCTED.
- TRAFFIC NOTES:
1. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS TO THE CITY FOR REVIEW AND APPROVAL FOR EACH STAGE OF CONSTRUCTION PRIOR TO START OF CONSTRUCTION. TRAFFIC CONTROL PLANS SHALL INCLUDE PROVISIONS FOR VEHICULAR, PEDESTRIAN, AND BICYCLE TRAFFIC AND PROVIDE CLEAR DETOUR SIGNING WHERE APPROPRIATE AND AS DIRECTED BY THE ENGINEER.

2. TRAFFIC CONTROL PLANS SHALL BE SIGNED BY A REGISTERED ENGINEER IN THE STATE OF CALIFORNIA AND APPROVED BY THE CITY ENGINEER, A MINIMUM OF TWO WEEKS PRIOR TO COMMENCEMENT OF WORK OR DETOURING OF TRAFFIC PATTERNS.

3. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN A MINIMUM OF ONE LANE OPEN TO TRAFFIC DURING WORKING HOURS THROUGH WORK AREA UNLESS OTHERWISE APPROVED BY THE ENGINEER.

4. ALL TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER AND SHALL CONFORM TO CURRENT VERSION OF STATE OF CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) REQUIREMENTS.
- | CONSTRUCTION AREA SIGNS |                 |                          |       |
|-------------------------|-----------------|--------------------------|-------|
| NO.                     | DESCRIPTION     | CAMUTCD SIGN DESIGNATION | SIZE  |
| 1                       | ROAD WORK AHEAD | W20-1                    | 30x30 |
| 2                       | END ROAD WORK   | G20-2                    | 36x18 |
- Map showing construction area sign detail. Streets include EVERETT CIR, NICKLAS LN, CARMEL AVE, PLEASANT CIR, REDWOOD CIR, FLOWER CIR, CALIFORNIA AVE, RESERVATION RD, HILLCREST AVE, REDWOOD DR, BRADLEY CIR, and CARMELO CIR. Sign locations are marked with circled numbers 1 and 2. A north arrow is present.

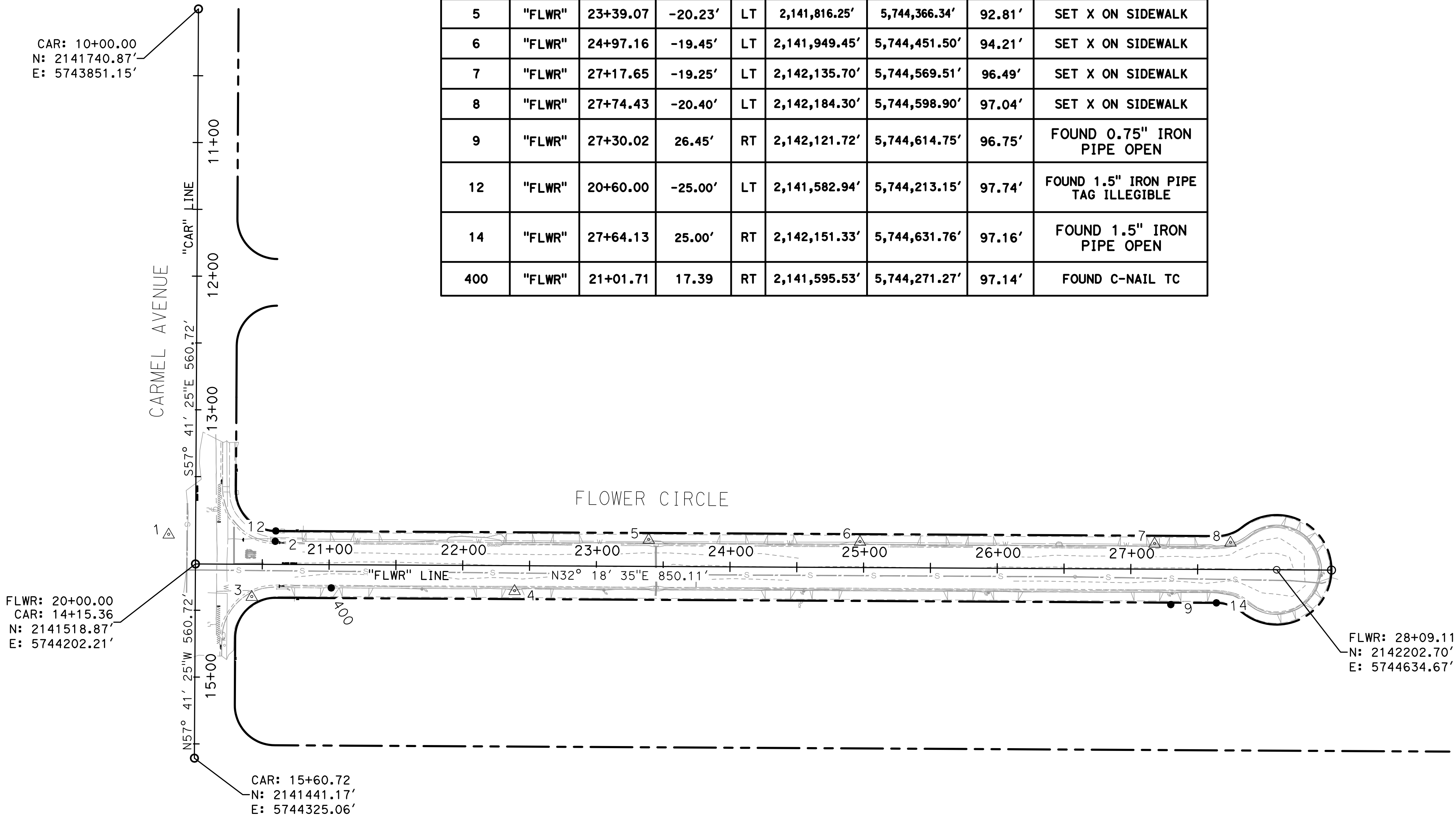
CONSTRUCTION AREA SIGN DETAIL  
NTS
- NOTES:
1. CONSTRUCTION AREA SIGNS PER LATEST VERSION OF CALIFORNIA MUTCD.

2. TYPICAL PLACEMENT OF CONSTRUCTION AREA SIGNS SHOWN, ACTUAL LOCATION AS APPROVED BY THE ENGINEER.

3. CONTRACTOR SHALL INCORPORATE CONSTRUCTION AREA SIGNS INTO THE TRAFFIC CONTROL PLAN.
- FILE NAME: 1585-0007-GN1.DWG  
3/31/2021 1:06 PM  
ETHAN PENCE
- 
- 211 Hillcrest Avenue  
Marina, CA 93933
- CITY OF MARINA
- DEPARTMENT OF PUBLIC WORKS
- SCALE: HORIZ AS SHOWN  
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ORIGINAL SCALE IN INCHES  
FOR REDUCED PLANS  
  
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- PLANS APPROVAL DATE
- 
- CITY OF MARINA ANNUAL  
RESURFACING (PHASE 1)
- GENERAL NOTES
- GN-1
- | DESIGNED BY | DRAWN BY | CHECKED BY | JOB NUMBER | SHEET | OF |
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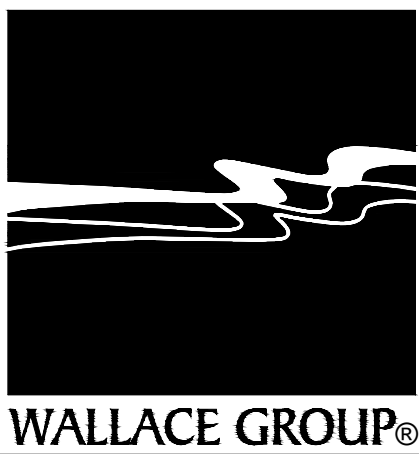
| SURVEY MONUMENT AND CONTROL POINT TABLE |        |          |         |    |               |               |        |                                          |
|-----------------------------------------|--------|----------|---------|----|---------------|---------------|--------|------------------------------------------|
| PT. NO.                                 | LINE   | STATION  |         |    | NORTHING      | EASTING       | ELEV.  | DESCRIPTION                              |
| 1                                       | "CAR"  | 13+93.22 | 20.16'  | RT | 2,141,513.66' | 5,744,172.72' | 98.05' | SET X TC                                 |
| 2                                       | "CAR"  | 13+98.08 | -59.60' | LT | 2,141,578.47' | 5,744,219.46' | 97.89' | FOUND 2.5" BRASS CAP BENCHMARK "CL31962" |
| 3                                       | "CAR"  | 14+39.52 | -42.24' | LT | 2,141,541.65' | 5,744,245.20' | 98.33' | SET X ON SIDEWALK                        |
| 12                                      | "CAR"  | 13+90.36 | -60.00' | LT | 2,141,582.94' | 5,744,213.15' | 97.74' | FOUND 1.5" IRON PIPE TAG ILLEGIBLE       |
| 2                                       | "FLWR" | 20+59.60 | -17.28' | LT | 2,141,578.47' | 5,744,219.46' | 97.89' | FOUND 2.5" BRASS CAP BENCHMARK "CL31962" |
| 3                                       | "FLWR" | 20+42.23 | 24.17'  | RT | 2,141,541.65' | 5,744,245.20' | 98.33' | SET X ON SIDEWALK                        |
| 4                                       | "FLWR" | 22+38.88 | 18.73'  | RT | 2,141,710.75' | 5,744,345.71' | 94.47' | SET X ON SIDEWALK                        |
| 5                                       | "FLWR" | 23+39.07 | -20.23' | LT | 2,141,816.25' | 5,744,366.34' | 92.81' | SET X ON SIDEWALK                        |
| 6                                       | "FLWR" | 24+97.16 | -19.45' | LT | 2,141,949.45' | 5,744,451.50' | 94.21' | SET X ON SIDEWALK                        |
| 7                                       | "FLWR" | 27+17.65 | -19.25' | LT | 2,142,135.70' | 5,744,569.51' | 96.49' | SET X ON SIDEWALK                        |
| 8                                       | "FLWR" | 27+74.43 | -20.40' | LT | 2,142,184.30' | 5,744,598.90' | 97.04' | SET X ON SIDEWALK                        |
| 9                                       | "FLWR" | 27+30.02 | 26.45'  | RT | 2,142,121.72' | 5,744,614.75' | 96.75' | FOUND 0.75" IRON PIPE OPEN               |
| 12                                      | "FLWR" | 20+60.00 | -25.00' | LT | 2,141,582.94' | 5,744,213.15' | 97.74' | FOUND 1.5" IRON PIPE TAG ILLEGIBLE       |
| 14                                      | "FLWR" | 27+64.13 | 25.00'  | RT | 2,142,151.33' | 5,744,631.76' | 97.16' | FOUND 1.5" IRON PIPE OPEN                |
| 400                                     | "FLWR" | 21+01.71 | 17.39   | RT | 2,141,595.53' | 5,744,271.27' | 97.14' | FOUND C-NAIL TC                          |



SURVEY NOTES

- THIS MAP REPRESENTS A SURVEY MADE BY CLAYTON BRADSHAW AT THE REQUEST OF THE CITY OF MARINA. THE FIELD SURVEY WAS PERFORMED 10/12/2020.
- THE HORIZONTAL DATUM FOR THIS SURVEY IS THE NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT [NAD83(2011)], EPOCH DATE OF 2010.00.
- THE PROJECTION USED IS THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83), ZONE 4 PROJECTION.
- THIS SURVEY TIED TO 3 NATIONAL GEODETIC SURVEY (NGS) CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS). THOSE STATIONS ARE THE NGS POINTS DESIGNATED "P171", HAVING A PUBLISHED POSITION OF: NORTHING 2,071,799.02', EASTING 5,740,865.24'; AND "P210", HAVING A PUBLISHED POSITION OF: NORTHING 2,191,599.28', EASTING 5,762,118.28' AND "P231" HAVING A PUBLISHED POSITION OF: NORTHING 2,122,326.97', EASTING 5,709,192.26'. THE RESULTING BEARING FROM "P171" TO "P231" BEING: N 10°03'35" E. THE BEARINGS SHOWN HEREON ARE REFERENCED TO CCS83, ZONE 4 GRID NORTH.
- ALL MEASUREMENTS LISTED, SHOWN AND REPRESENTED HEREON ARE BASED ON GRID DISTANCES OF THE CALIFORNIA COORDINATE SYSTEM OF 1983 ZONE 4 PROJECTION. THE COMBINED SCALE FACTOR FOR THE PROJECT IS 0.99994185. THIS SCALE FACTOR WAS CALCULATED USING AN ELEVATION OF 98.05 FEET FOR PT. NO. 1. DIVIDE THE DISTANCES HEREON BY THE COMBINED SCALE FACTOR TO OBTAIN GROUND DISTANCES. ALL DISTANCES SHOWN ARE U.S. SURVEY FEET
- THE CONVERGENCE ANGLE IS: -1°39'48.13" AT PT. NO. 1.
- THE ORTHOMETRIC HEIGHTS (ELEVATIONS) ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). THIS SURVEY TIED TO THE POINT DESIGNATED AS PT. NO 31 (NOT SHOWN HEREON) FOUND NGS POINT DESIGNATION T 1448, HAVING A PUBLISHED ELEVATION OF 19.65.'
- THE CONTOUR INTERVAL IS 1 FOOT.
- UNDERGROUND UTILITY LOCATIONS ARE PLOTTED BASED ON ABOVE GROUND PAINT MARKS BY OTHERS, ABOVE GROUND SURFACE STRUCTURES. ACTUAL LOCATION MAY DIFFER. ADDITIONAL UNDERGROUND UTILITY LINES MAY EXIST. FOR INFORMATION REGARDING UTILITY LOCATION, SIZE, DEPTH, CONDITION, AND CAPACITY CONTACT UTILITY OR MUNICIPAL/PUBLIC SERVICE FACILITY.
- UNDERGROUND PIPE SIZES ARE BASED ON VISUAL OBSERVATIONS MADE FROM THE SURFACE AND ARE APPROXIMATE.
- EASEMENTS AFFECTING THE PROPERTY SHOWN HEREON MAY EXIST. NO TITLE INFORMATION WAS PROVIDED. NO ATTEMPT HAS BEEN MADE TO PLOT EASEMENTS. BESIDES THE PLOTTING OF THE ROAD RIGHT OF WAY FOR FLOWER CIRCLE AND CARMEL AVENUE.

| REVISIONS |    |      |             |             |      |
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| NO.       | BY | DATE | DESCRIPTION | APPROVED BY | DATE |
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DRAWN BY:  
LG  
CHECKED BY:  
LG  
CAD DWG NAME:  
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CITY OF MARINA ANNUAL  
RESURFACING (PHASE 1)

PROJECT CONTROL PLAN

PC-1

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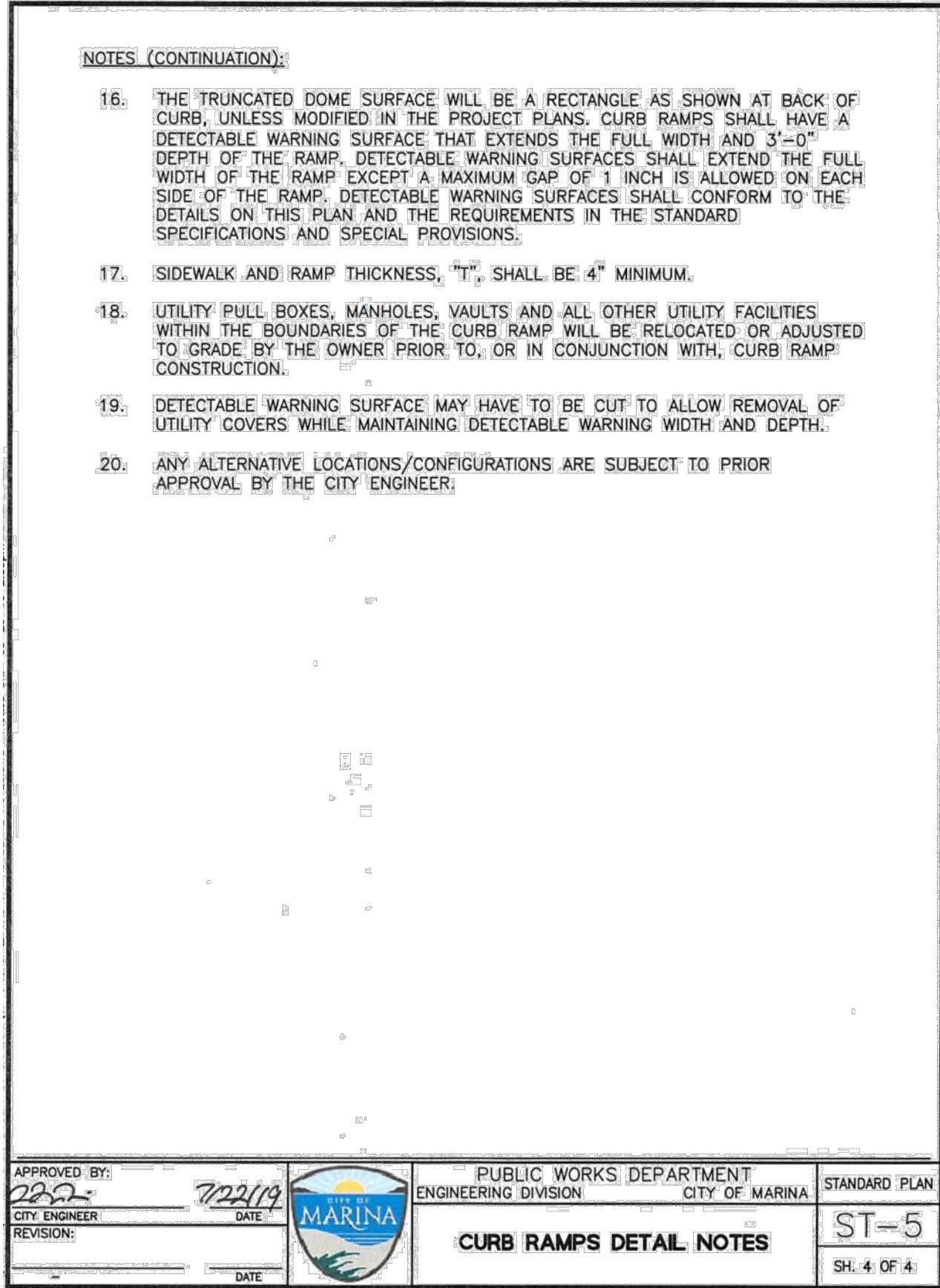
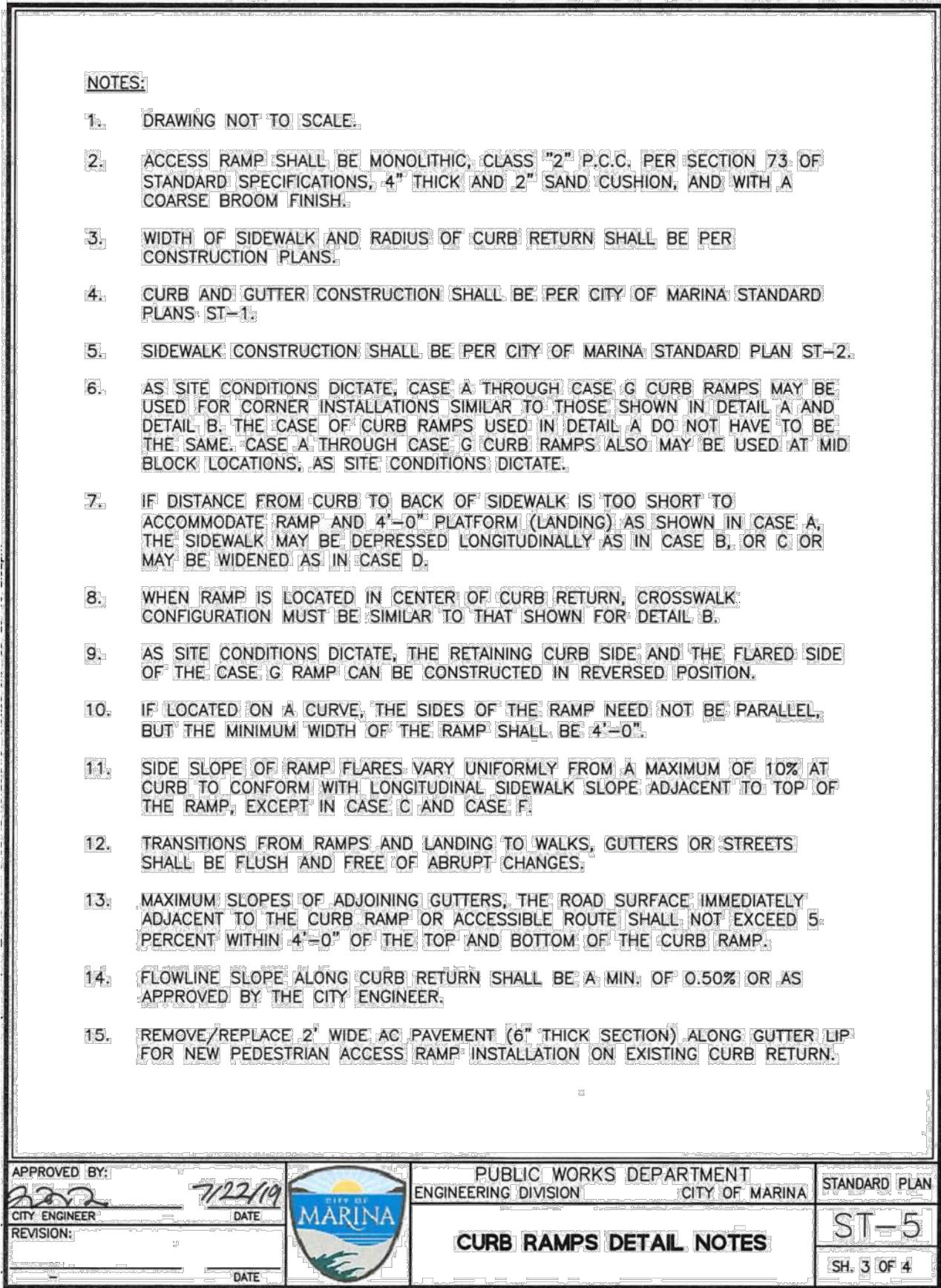
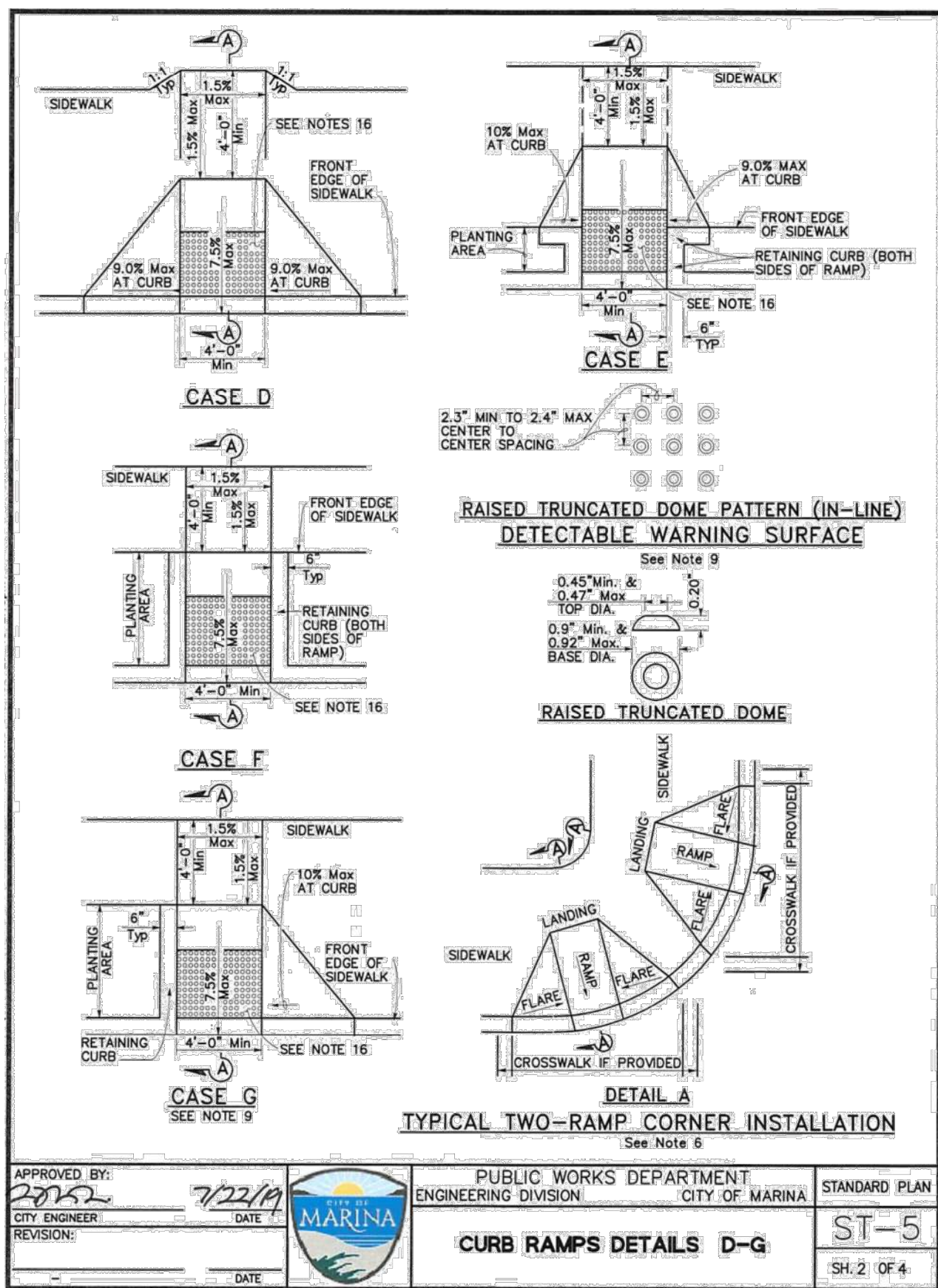
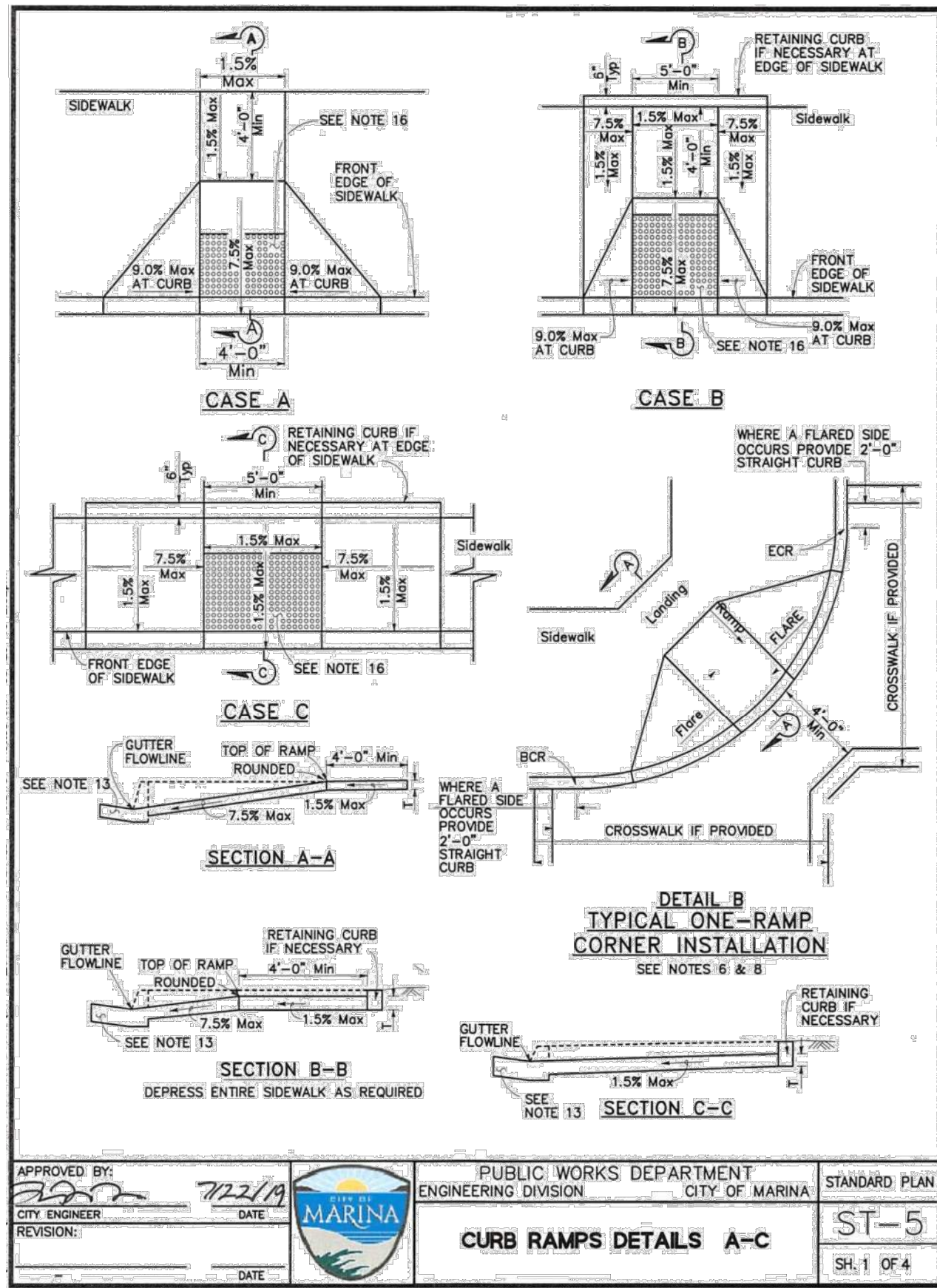
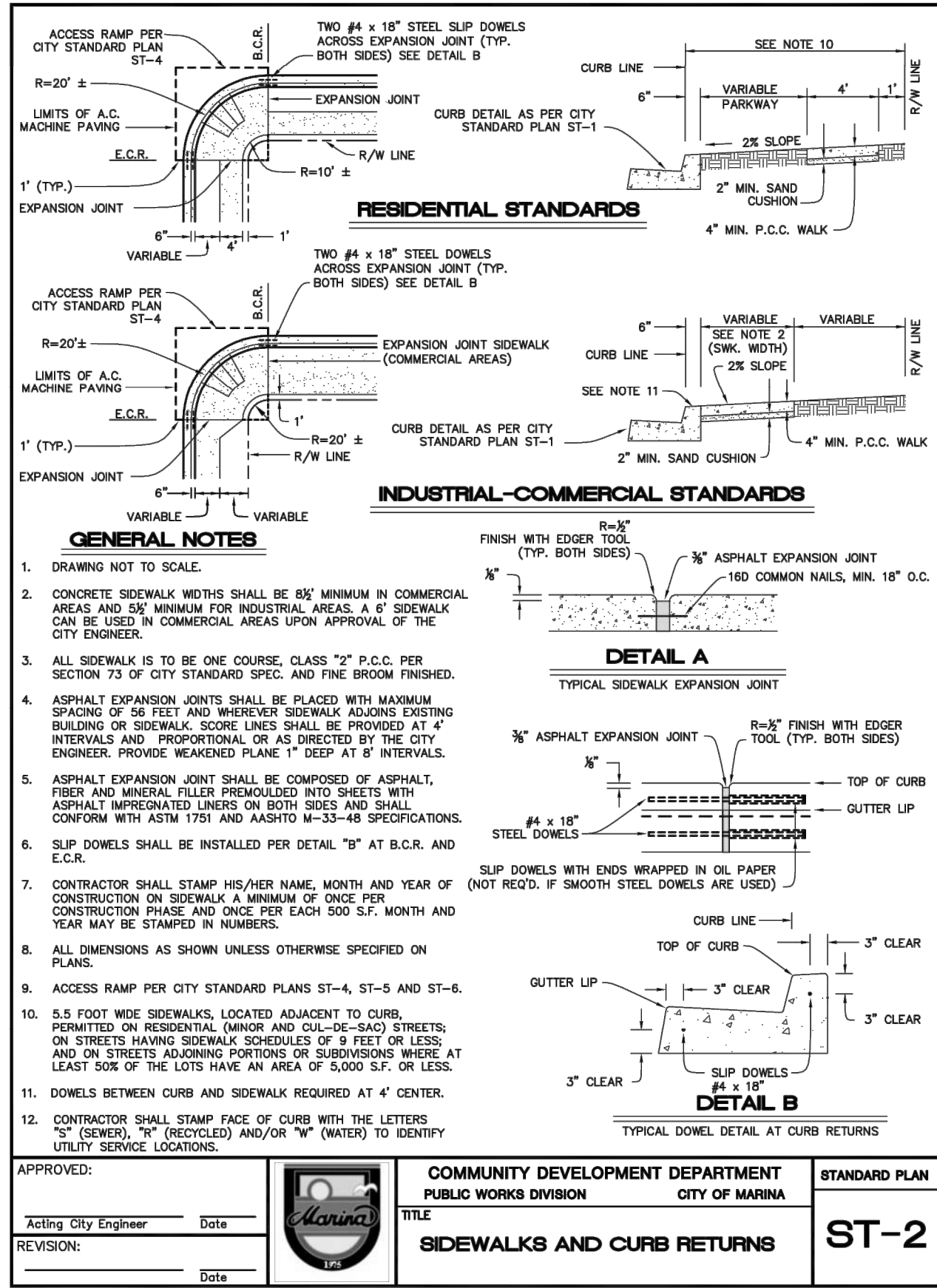
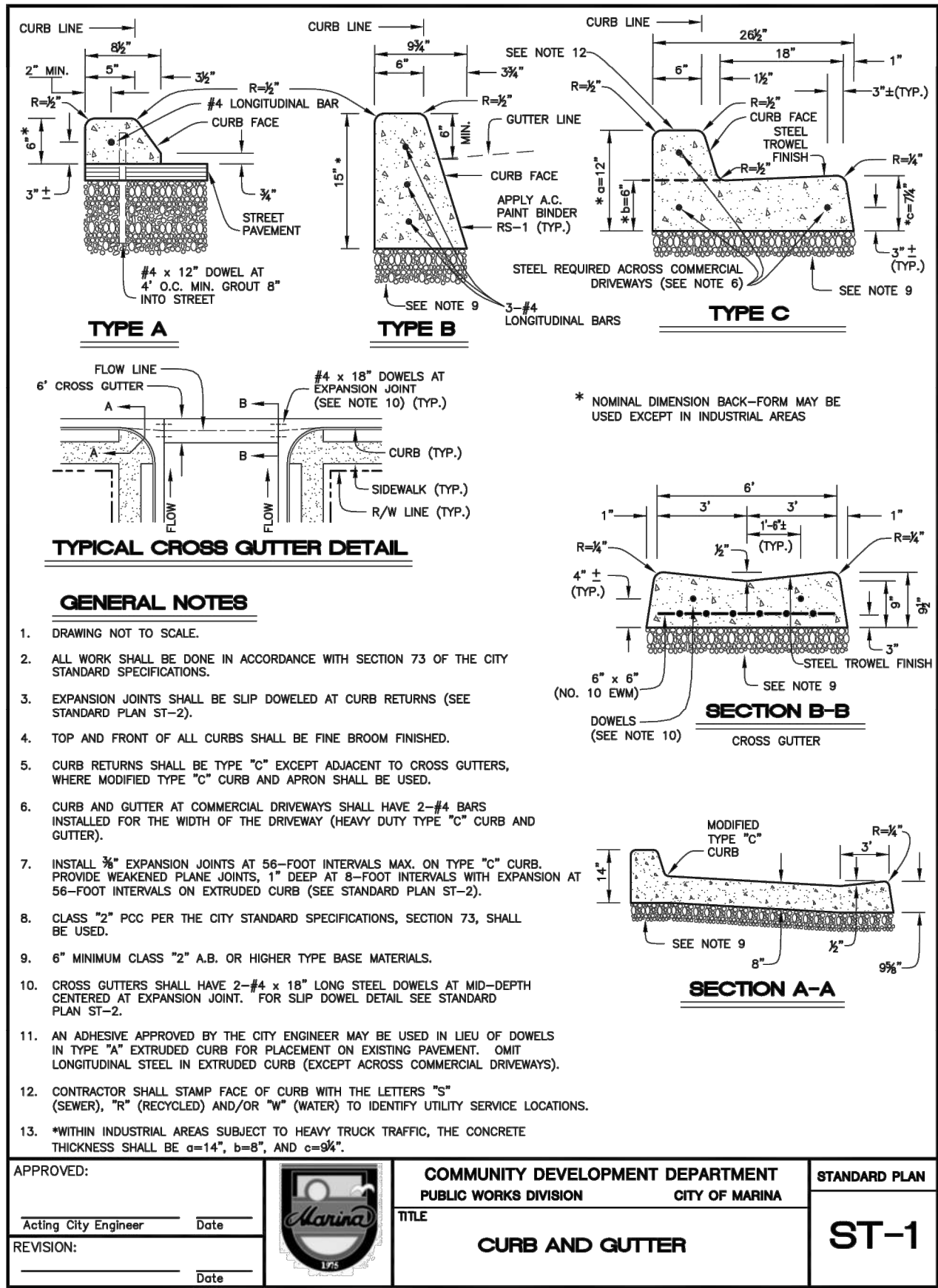


211 Hillcrest Avenue  
Marina, CA 93933

CITY OF MARINA  
DEPARTMENT OF PUBLIC WORKS

SCALE: HORIZ N/A  
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ORIGINAL SCALE IN INCHES  
FOR REDUCED PLANS  
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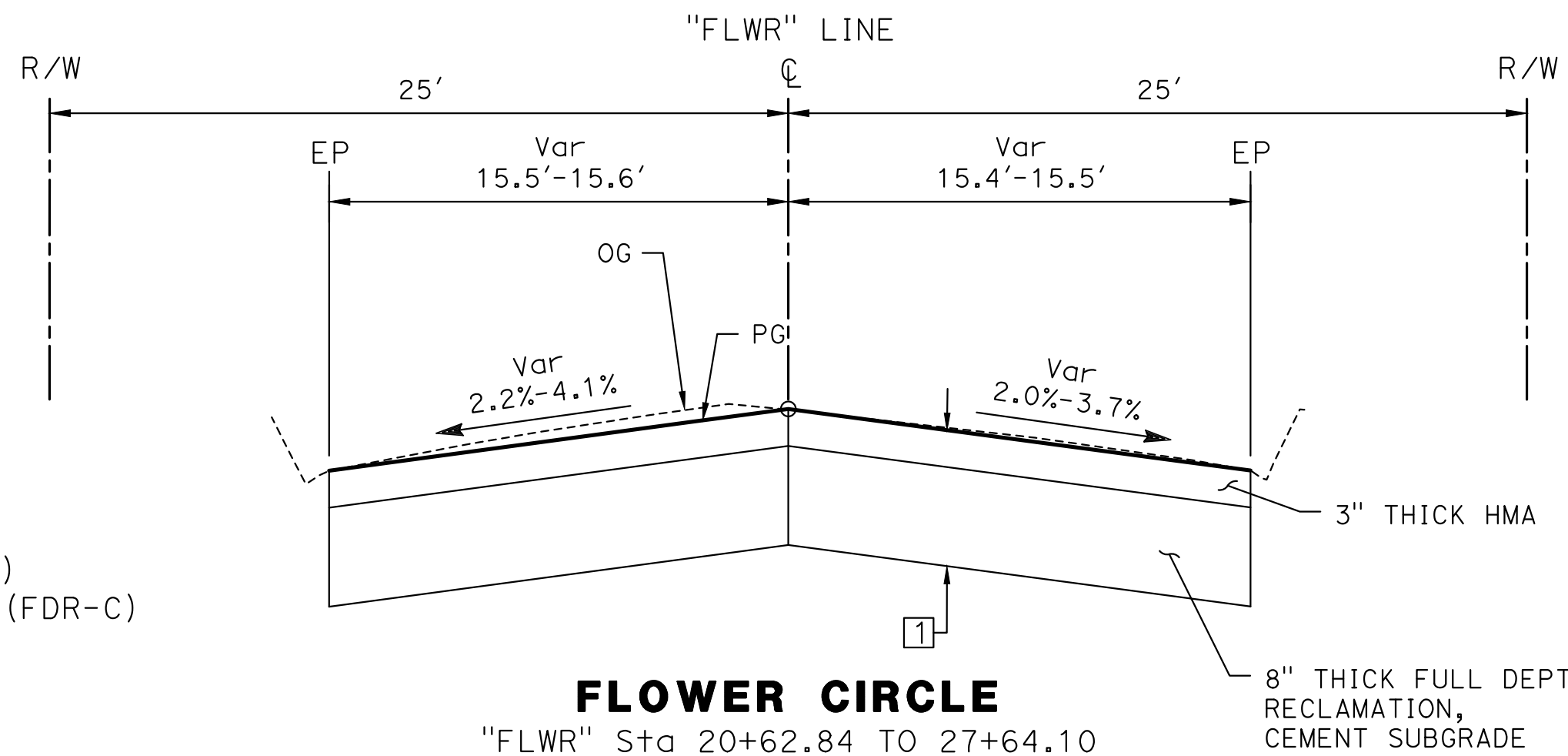
## STRUCTURAL SECTION

OPTION 1

- 11" PULVERIZED ROADBED
- ROADWAY EXCAVATION (ROUGH GRADING)
- 8" FULL DEPTH RECLAMATION-CEMENT (FDR-C)
- ROADWAY EXCAVATION (FINE GRADING)
- 3" HMA (TYPE A)

OPTION 2

- 11" PULVERIZED ROADBED
- 11" FULL DEPTH RECLAMATION-CEMENT (FDR-C)
- ROADWAY EXCAVATION
- 3" HMA (TYPE A)



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# CITY OF MARINA

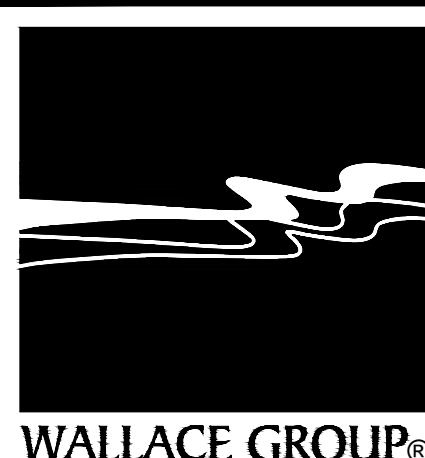
DEPARTMENT OF PUBLIC WORKS

SCALE: HORIZ 1" = 5'  
VERT 1" = 1'

ORIGINAL SCALE IN INCHES  
FOR REDUCED PLANS

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PROJECT ENGINEER

PLANS APPROVAL DATE



## CITY OF MARINA ANNUAL RESURFACING (PHASE 1)

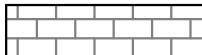
## TYPICAL SECTION AND STANDARD DETAILS

X-1

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| PKM         | PKM      | SMH        | 1585-0007  | 4     | 8  |

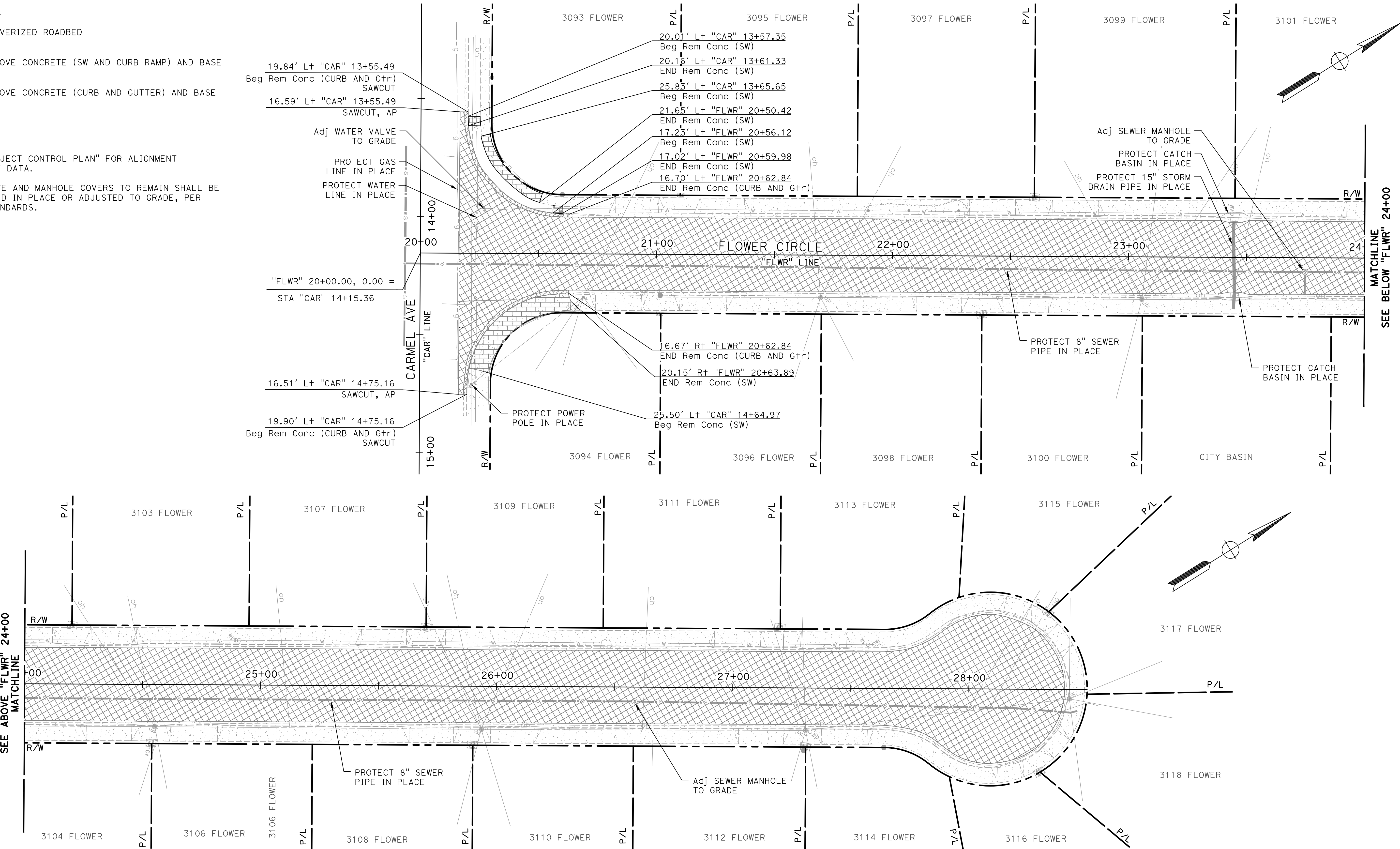


LEGEND:

- PULVERIZED ROADBED
- REMOVE CONCRETE (SW AND CURB RAMP) AND BASE
- REMOVE CONCRETE (CURB AND GUTTER) AND BASE

NOTE:

1. SEE "PROJECT CONTROL PLAN" FOR ALIGNMENT GEOMETRY DATA.
2. ALL VALVE AND MANHOLE COVERS TO REMAIN SHALL BE PROTECTED IN PLACE OR ADJUSTED TO GRADE, PER CITY STANDARDS.





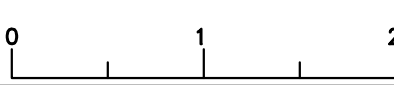
211 Hillcrest Avenue  
Marina, CA 93933

CITY OF MARINA

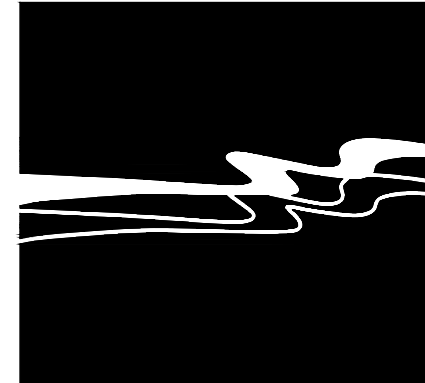
DEPARTMENT OF PUBLIC WORKS

SCALE: HORIZ 1" = 20'  
VERT N/A

ORIGINAL SCALE IN INCHES  
FOR REDUCED PLANS



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PROJECT ENGINEER

PLANS APPROVAL DATE



REGISTERED PROFESSIONAL ENGINEER  
SARAH M. HUFFMAN  
No. 85233  
FOR PLAN REVIEW ONLY  
NOT FOR CONSTRUCTION  
CIVIL  
STATE OF CALIFORNIA

CITY OF MARINA ANNUAL  
RESURFACING (PHASE 1)

REMOVAL PLAN

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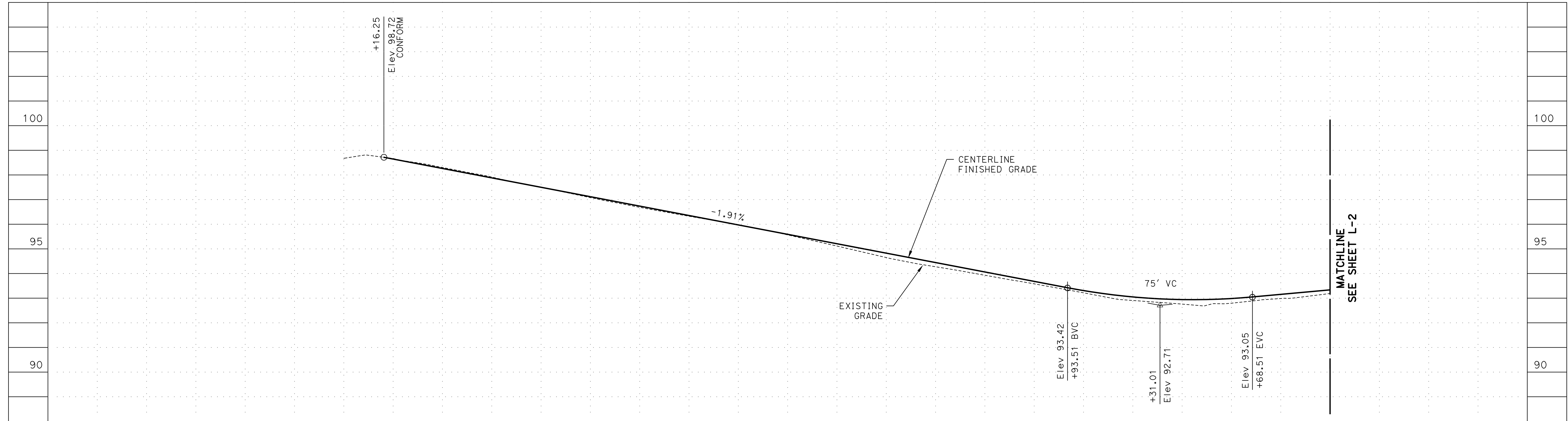
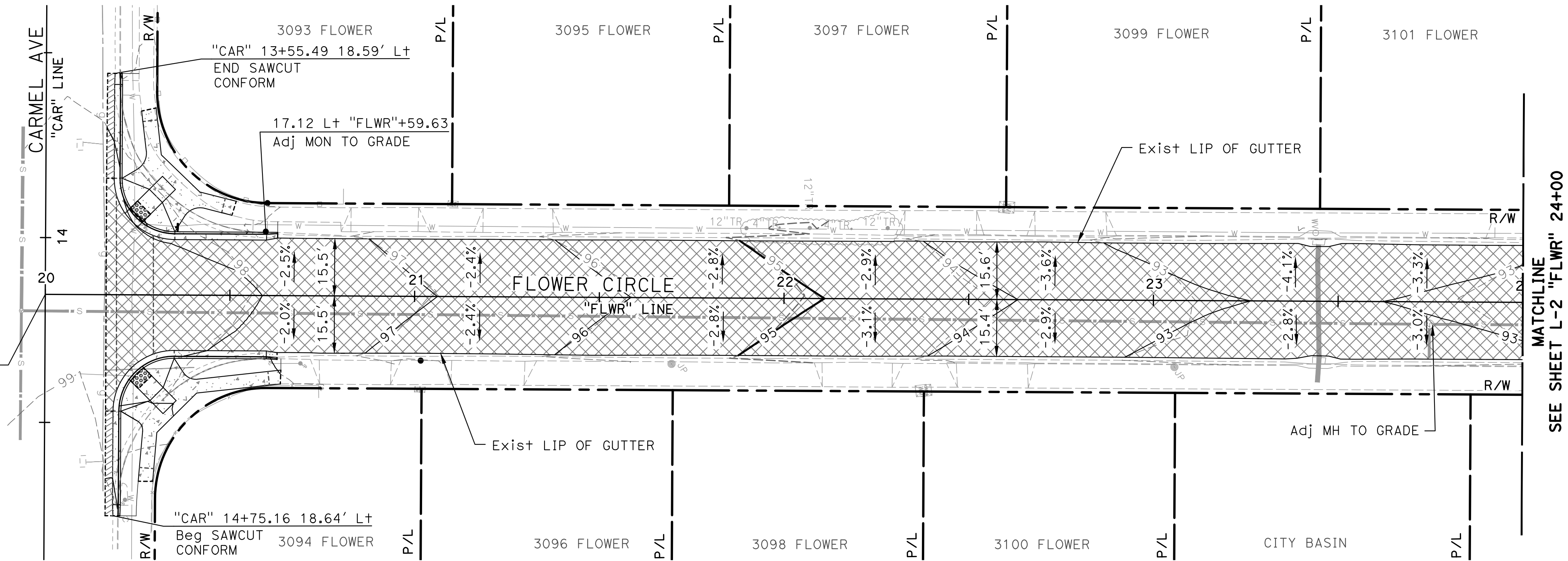


LEGEND (ALL L SHEETS):

- MINOR CONCRETE (SEE C SHEETS)
- DETECTABLE WARNING SURFACE
- ROAD RECONSTRUCTION (SEE X SHEET)
- 0.5' HMA (TYPE A)

NOTES (ALL L SHEETS):

- 1) SEE "PROJECT CONTROL PLAN" FOR ALIGNMENT GEOMETRY DATA.
- 2) FOR DETAILED RIGHT OF WAY DATA, CONTACT CITY PUBLIC WORKS DEPARTMENT.
- 3) FOR DETAILS NOT SHOWN, SEE CONSTRUCTION DETAILS SHEET.



CENTERLINE PROFILE

CITY OF MARINA  
DEPARTMENT OF PUBLIC WORKS

SCALE: HORIZ 1" = 20'  
VERT 1" = 2'  
ORIGINAL SCALE IN INCHES  
FOR REDUCED PLANS

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PROJECT ENGINEER

PLANS APPROVAL DATE

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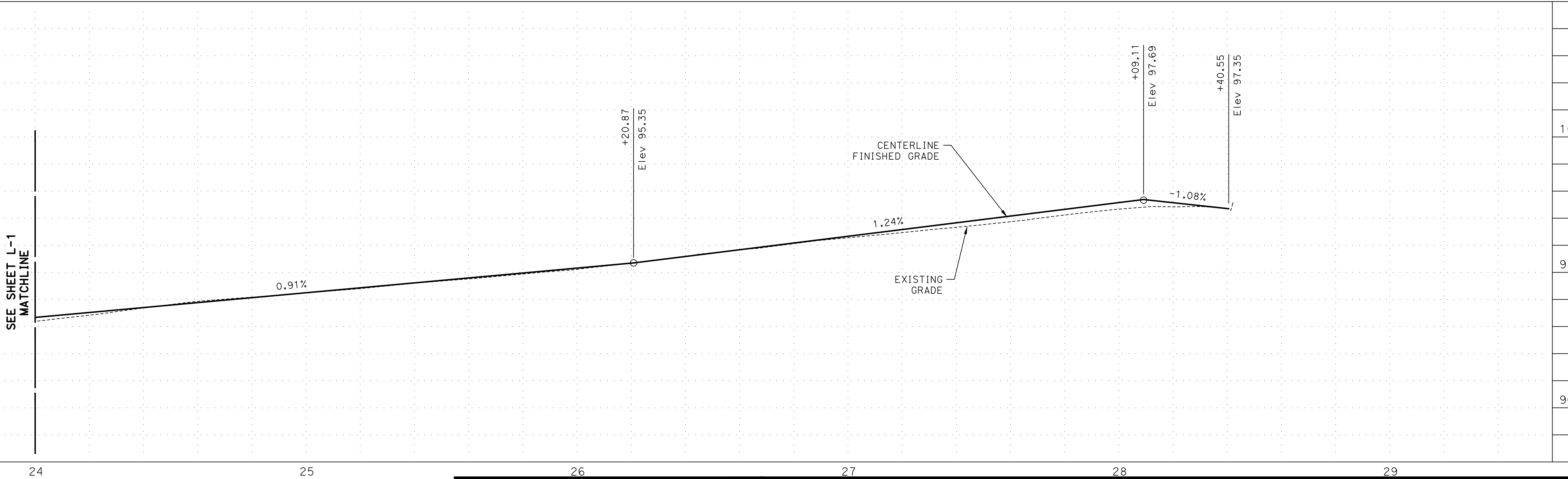
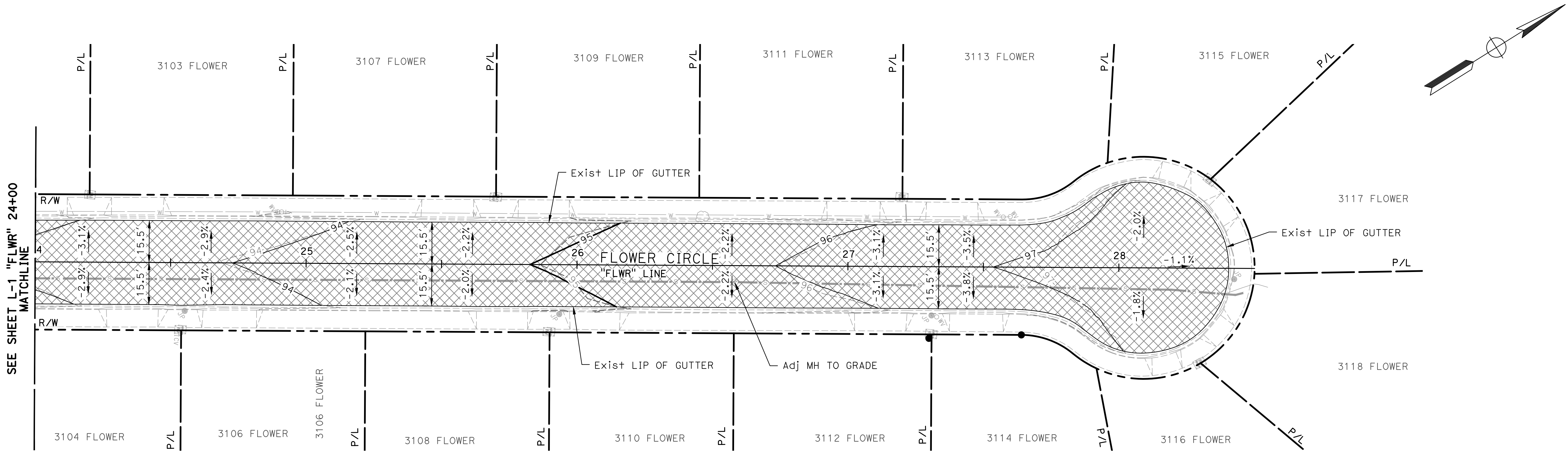
CITY OF MARINA ANNUAL  
RESURFACING (PHASE 1)

PLAN AND PROFILE

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CENTERLINE PROFILE

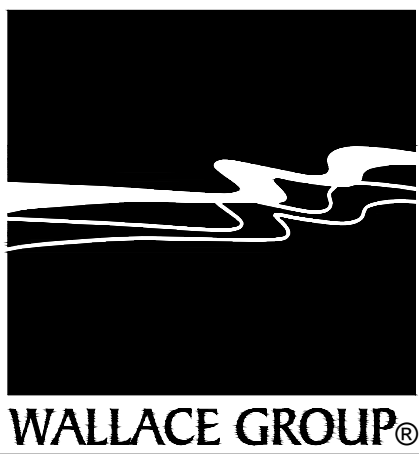


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CITY OF MARINA  
DEPARTMENT OF PUBLIC WORKS

SCALE: HORIZ 1" = 20'  
VERT 1' = 2'  
ORIGINAL SCALE IN INCHES  
FOR REDUCED PLANS

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RESURFACING (PHASE 1)

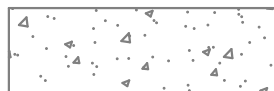
PLAN AND PROFILE

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LEGEND:



MINOR CONCRETE



DETECTABLE WARNING SURFACE



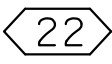
ROAD RECONSTRUCTION (SEE X SHEET)



NATIVE SOIL



0.5' HMA (TYPE A)



22 THERMOPLASTIC TRAFFIC STRIPE DETAIL NO. 22  
APPROXIMATE LENGTH, 25 LF



LL 12" WHITE THERMOPLASTIC PAVEMENT MARKING  
(LIMIT LINE)  
APPROXIMATE AREA, 14.6 SF



CW 12" YELLOW THERMOPLASTIC CROSSWALK MARKING  
APPROXIMATE AREA, 154 SF

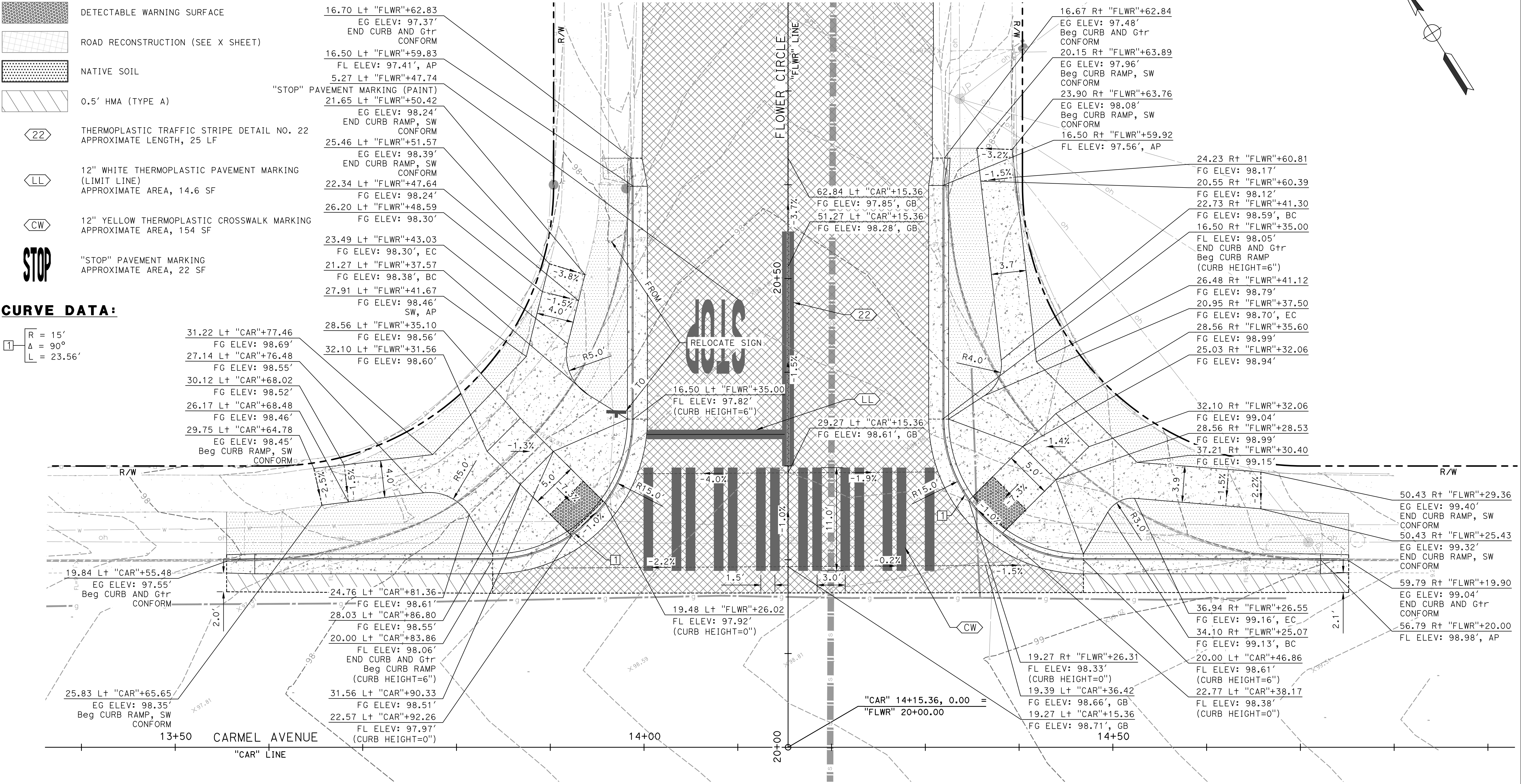


STOP "STOP" PAVEMENT MARKING  
APPROXIMATE AREA, 22 SF

CURVE DATA:

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R = 15'  
Δ = 90°  
L = 23.56'





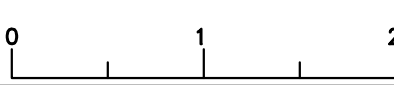
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CITY OF MARINA

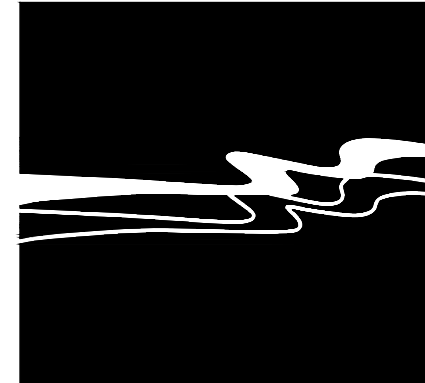
DEPARTMENT OF PUBLIC WORKS

SCALE: HORIZ 1" = 5'  
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ORIGINAL SCALE IN INCHES  
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PROJECT ENGINEER

PLANS APPROVAL DATE



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STATE OF CALIFORNIA

CITY OF MARINA ANNUAL  
RESURFACING (PHASE 1)

CONSTRUCTION DETAILS

C-1

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March 26, 2021

Item No. **8e(1)**

Honorable Mayor and Members  
of the Marina City Council

City Council Meeting of  
April 6, 2021

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2021-,  
APPROVING ADVERTISING AND CALL FOR BIDS FOR THE CITY OF  
MARINA ANNUAL STREET RESURFACING 2021 PHASE 1: FLOWER  
CIRCLE RECONSTRUCTION.**

**RECOMMENDATION:**

It is recommended that the City Council consider:

1. Adopting Resolution No. 2021-, approving advertising and call for bids for the City of Marina Annual Street Resurfacing 2021 Phase 1: Flower Circle Reconstruction.

**BACKGROUND:**

At the regular meeting of May 21, 2019, the City Council of the City of Marina adopted Resolution No. 2019-54, receiving the proposed 2019-20 & 2020-21 Capital Improvement Program (CIP) budget, receiving staff presentation thereof, and providing direction towards the CIP budget adoption. As part of the staff presentation, the City's annual street resurfacing project was introduced with Senate Bill 1 Road Maintenance and Rehabilitation Account funds, Measure X and General Fund funding a FY 19/20 budget for roadway maintenance.

At the regular meeting of May 16, 2019, the Public Works Commission received a presentation on the scope of the 2-year Citywide Street Repair Program.

The City Annual Street Resurfacing Project was divided into two projects: 2020 Reservation Road Pavement Rehabilitation Project and Annual Resurfacing Project. The Annual Resurfacing project is further divided into three phases as follows, Phase 1: Flower Circle Reconstruction, Phase 2: Various Streets Microsurfacing/Chip sealing and construction of American with Disability Act (ADA) compliant curb ramps on various streets, and Phase 3: Slurry Sealing various streets.

Flower Circle is a residential street of approximately 800' long and 31' wide. The work includes but is not limited to; installation of ADA compliant curb ramps, pulverizing existing asphalt concrete pavement and full depth reclamation with cement amendment, roadway excavation and compaction, installation of hot mix asphalt and pavement marking and striping and associated miscellaneous work for a complete road reconstruction in accordance with the Contract documents ("EXHIBIT A").

**ANALYSIS:**

This project is an approved CIP project per Resolution No. 2019-54.

The existing condition of Flower Circle is severely distressed throughout its entirety with a Pavement Condition Index (PCI) less than 10 (failed state). The recommended PCI for good asphalt pavement is greater than 70. Flower Circle would not have been addressed for a considerable number of years under the current pavement rehabilitation program due to the advanced state of deterioration. City Council directed staff to include an additional \$120,000 in the budget to move this street up in the priorities. The additional funding represents the difference between the recommended rehabilitation method and a maintenance resurfacing treatment that the street would receive if it were in better condition.



Geotechnical testing and evaluation were conducted at Flower Circle and Full Depth Reclamation (FDR) with cement amendment was recommended as the most cost-effective treatment to bring the roadway to an acceptable PCI. This work triggers ADA compliance requiring installation curb ramps at the northeast and northwest corners of the intersection of Flower Circle with Carmel Avenue.

**FISCAL IMPACT:**

This action, approving advertising and call for bids does not have fiscal impact. Capital Improvement Project funding account APR1801 for the Annual Street Resurfacing has a balance to date amount of \$3,014,924.46. The Engineer's Opinion of Probable Construction cost for this project is \$295,571.00. If an award is made for this project, funding will come from CIP AP1801.

**CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

The City of Marina Planning Division determined that this action, approving advertising and call for bids for the City of Marina Annual Street Resurfacing 2021 Phase 1: Flower Circle Reconstruction is Categorical Exemptions under CEQA Guidelines per Article 19, Section 15301, Class 1 because the project is consisting of repair and maintenance of existing public structures and facilities with no expansion of use.

Respectfully submitted,

---

Elvie Morla-Camacho, P.E., QSD  
Project Management Services  
Wallace Group

**REVIEWED/CONCUR:**

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Brian McMinn, P.E., P.L.S.  
Public Works Director/City Engineer  
City of Marina

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Layne P. Long  
City Manager  
City of Marina