

# Outstanding Local Streets and Roads Awards Program

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California State Association of Counties  
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County Engineers Association of California

2015



**OVERALL WINNER:**

# Willowbrook Community Road Improvement Project

*County of Los Angeles*



The Los Angeles County Department of Public Works has been implementing sustainable pavement treatments in the recent years with significant positive results. Statewide legislation to reduce greenhouse gas (GHG) emissions was a key element in the development of the county's sustainable approach that emphasizes:

- » First, taking care of roads that are in good condition;
- » Using recycled materials in the treatment selections; and
- » Reutilizing the existing materials in-place.

Completed in November 2014, the Willowbrook project serves as a prime example of Los Angeles County's approach to sustainability. The project is located in the unincorporated community of Willowbrook, near the City of Compton. Due to widespread distress, base failure and yielding subgrade, reconstruction of the roads was the best solution for the neighborhood.



The project plan focused on reutilizing the existing materials in-place to reconstruct approximately 6 miles of residential roadways (983,000 square feet). The scope of work included paving 1.5 inches of Asphalt Rubber Hot Mix on 3 inches of Cold Central Plant Recycled Asphalt Concrete Pavement over 8 to 10 inches of Cement Stabilized Pulverized Base.



Significant benefits were achieved by using a treatment that re-uses the existing pavement and subgrade materials in place, rather than the traditional reconstruction methodology of removing the existing materials and replacing them with new pavement materials. Compared to the traditional method, the sustainable treatment resulted in:

- » Shorter construction durations with fewer community impacts;
- » A 68 percent reduction in energy consumption;
- » A 57 percent reduction in GHG emissions;
- » The reduction of landfill deposition by 32,000 cubic yards;
- » The diversion of 18,300 scrap tires from landfills; and
- » A cost savings of \$2,200,000 that enabled Los Angeles County to invest in improvements in other county roads.

## EFFICIENT AND SUSTAINABLE ROAD AND BRIDGE PRESERVATION, MAINTENANCE AND CONSTRUCTION AND RECONSTRUCTION PROJECTS

### WINNER:

## Hollister Avenue Cold In-Place Pavement Recycle Project

*County of Santa Barbara*

This was a pilot project by the County of Santa Barbara to improve 1.2 miles of Hollister Avenue using environmentally friendly construction methods. The asphalt recycling project included removing the top 1.5 inches of asphalt and recycling 3 inches of the remaining asphalt using the Cold In-place



Recycling (CIR) strategy. The county employed this technique to save money by reusing the existing aggregate, avoiding having to truck in virgin gravel from 40 miles away. To expedite opening the road to through traffic, a thin layer of oil and sand was placed on the CIR pavement layer, aiding in drying the asphalt to accelerate curing time and acting as a buffer under wheels. Workers placed 1.5-inch hot mix overlay on the CIR that was striped to include a bike lane. Recycling and reusing the existing pavement layer did away with the need for purchasing and transporting fresh aggregate.

### FINALISTS

- » **Glendale Avenue Wastewater Capacity and Street-Improvement Project** (*City of Glendale*): Since the city's 1906 incorporation, Glendale Avenue has remained one of the city's most important arterials and this large-scale, 2-mile project represented a substantial infrastructure investment. The street resurfacing utilized Cold In-place Recycling and Asphalt Rubber Hot Mix to improve the ride of Glendale's namesake street and the structural integrity of the pavement.
- » **Littlerock Community Pavement-Preservation Project** (*County of Los Angeles*): A pavement preservation project that treated 41 lane miles of roadways at a cost of 66 cents per square foot. The treatment strategy included micro-milling all the road surfaces to improve the ride ability of the roads and applying a cape seal to help prevent water intrusion into the subgrade. To improve the sustainability of the project, Reclaimed Asphalt Pavement rather than virgin aggregate was used in all the treatments.
- » **Bridge Preventive Maintenance Program** (*County of Los Angeles*): In Los Angeles County, more than half of the locally-owned National Bridge Inventory bridges have exceeded their theoretical 50-year lifespan. To help preserve and maximize the useful life of these bridges, the Los Angeles County Public Works Department took the lead to secure federal funding to implement a Countywide Bridge Preventive Maintenance Program. The result is a multiple-agency collaborative effort.

- » **Palo Alto Street Maintenance Program** (*City of Palo Alto*): In 2009, the City of Palo Alto began a concentrated effort to improve pavement conditions throughout its network. The success of this program results from green technologies combined with regular public engagement on projects and a commitment to providing local funding.

## COMPLETE STREETS AND MULTI-MODAL MOBILITY PROJECTS

### WINNER:

## Grant Avenue Pathway and Drainage Improvements Project

*County of Alameda*

The Grant Avenue Pathway and Drainage Improvements Project features multi-modal and environmentally responsible improvements along Grant Avenue, between Via Seco and the Union Pacific Railroad, in San Lorenzo. The project features a gravel running path, Class II bicycle lanes, pavement rehabilitation, bay-friendly certified landscaping and storm drain improvements. It also serves as the completion of an important pedestrian and bicycle transportation link between San Lorenzo's residential areas and the San Francisco Bay Trail.



### FINALISTS

- » **Brandon Street and Green Street Project — Investment in Sustainability** (*County of Los Angeles*): This urban residential roadway improvement incorporates a variety of sustainable low impact development features for roadway design and stormwater management and treatment. The project was put to the test during a major storm event in December 2014.
- » **Freedom Park Drive Sustainable Street** (*County of Sacramento*): Freedom Park Drive intersects the heart of the North Highlands Community and the backbone of the North Highlands Town Center. This crucial roadway previously experienced frequent flooding issues, lacked continuous and unobstructed sidewalks, bike lanes and drainage. Working with the community, Sacramento County rezoned the land to develop the North Highlands Town Center, a human-scale, pedestrian-friendly, mixed-use, vibrant community place.
- » **East Side Connect Project** (*City of San Carlos*): In order to promote connectivity within the City of San Carlos and enhance residents' accessibility, the city developed the East Side Connect Project. The project's success stems from a community and stakeholder outreach effort to create a complete street that balanced the needs of a diverse user group.

## SAFETY OR INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

### WINNER:

### Pomona Avenue Roundabout Project

#### City of Coronado

The Pomona Avenue Roundabout project transformed a wide, four-legged intersection with nontraditional geometry into a safe, efficient intersection for all users. The city held a series of public workshops during the design phase to improve the design and help ensure that the neighborhood would support the final design. A temporary roundabout using rubber curbs enabled engineers to evaluate features and educate



residents. The ultimate roundabout design avoided the environmental impacts associated with stop signs and traffic signals and included a fully landscaped, drought tolerant center island. Curb pop-outs adjacent to pedestrian crossings provided additional landscaping opportunities and storm water runoff treatment features while shortening pedestrian crossing distances.

### FINALISTS

- » **Sloat Boulevard Pedestrian Safety Improvements** (*City and County of San Francisco*): This project provided key safety improvements at an intersection located between congested streets in a neighborhood in close proximity to the ocean, zoo and a popular park. The road also serves as a main route to Lowell High School. The traffic-calming project uses a pedestrian High-Intensity Activated Crosswalk beacon, bulb-outs, median extension, curb ramps and crosswalks to enhance pedestrian safety.
- » **Watt Avenue at US-50 Interchange Improvement Project** (*County of Sacramento*): This is one of the most congested interchanges in the region, used by more than 100,000 vehicles per day. It serves as one of only three unincorporated area crossings of the American River. The interchange had an outdated design, making it difficult for bicycles and pedestrians to navigate. The completed project benefits all modes of travel with improved safety and reduced delay for motorists, and unique transit, bicycle and pedestrian features that set it apart from all other interchanges in the state.



SPONSORED BY THE CALIFORNIA STATE ASSOCIATION OF COUNTIES, THE LEAGUE OF CALIFORNIA CITIES, AND THE COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA, THE OUTSTANDING LOCAL STREETS AND ROADS AWARDS PROGRAM HIGHLIGHTS CITIES AND COUNTIES THAT ARE EMPLOYING PROJECTS, PROGRAMS, PRACTICES, AND INNOVATIVE TECHNOLOGIES AND MATERIALS TO ACHIEVE PRESERVATION, SAFETY AND SUSTAINABILITY GOALS FOR THE STATEWIDE LOCAL STREET AND ROAD SYSTEM. THESE PRESTIGIOUS AWARDS BOTH RECOGNIZE AND RAISE AWARENESS OF THE EXCEPTIONAL ACHIEVEMENTS MADE BY CALIFORNIA'S CITIES AND COUNTIES TO PRESERVE AND PROTECT THE PUBLIC INVESTMENT IN THE LOCAL STREET AND ROAD SYSTEM. THE PROJECTS RECEIVING THESE AWARDS SERVE AS MODELS THAT CAN BE REPLICATED IN OTHER CALIFORNIA COMMUNITIES.

Forward-thinking cities and counties have made extraordinary efforts to preserve and improve the existing local transportation system. Through exemplary efforts, cities and counties are improving system efficiency and safety for all users including motor vehicle drivers, bicyclists and pedestrians; and ultimately reducing greenhouse gas emissions, helping counties, cities, regional agencies and the state meet statewide greenhouse gas reduction climate goals.

A safe, well-maintained and environmentally friendly local transportation system significantly saves cities and counties — taxpayers — money in the long-term.



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