



CITY OF ORLAND STAFF REPORT

MEETING DATE: December 17, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Pete Carr, City Manager

SUBJECT: **Follow-up on Lamppost Project** (Discussion/Direction)

BACKGROUND:

Background for this topic was provided in the December 3, 2024 agenda packet and considered at that meeting, as summarized in the draft minutes for that meeting. Custom benches and matching trash receptacles, complementing the lamppost design, are installed and well received.

At issue are two concerns: the pedestals and the vertical clearance for cross-street lighting.

ANALYSIS:

Pedestals:

The City Engineer is engaging a qualified structural engineering firm to assess the structural integrity of the lampposts and the pedestals. We do not yet have a cost estimate for this analysis, but the timeframe is 4-6 weeks out. The engineer will consider materials, methods, purpose and exposure to hazards, and can determine whether the lampposts and pedestals are at least adequately built to support the load even under wind and cross-street wire tension.

Concrete pedestals were approved by the City Council October 3, 2023, in concept as part of the project, for protection against the risk of vehicles jumping the curb. Pedestals would not have been necessary if the lampposts could have been installed closer to the buildings (away from the curb) but business' canopies and the City trees overhang the sidewalk -- in many cases nearly to the curb. The pedestals installed are 30" above ground and 48" underground, 30-36" circumference, with rebar cages embedded into the custom formed concrete.

Parking bumpers have been installed in the three parking spaces where the front right corner of a vehicle could reasonably be contacted by a vehicle being driven too far forward into the parking space. The resulting reduction of length of the parking space still allows most passenger vehicles ample space without encroaching into the traffic lane; drivers of extra-long vehicles know to park their vehicles in longer spaces.

Given the stout design and robust construction, removing the pedestals would cost an estimated \$67,000-80,000, based on a bid from a construction company familiar with the City. Specialized hammer excavator equipment and contract manpower would be required to break up the 16 pedestals over the course of a week, with nearby buildings boarded to try to protect them from damage by flying debris. Removal and disposal of the broken concrete, then repouring concrete, would add substantial time and expense. There would be significant risk of substantial damage to nearby building foundations

and basements, as well as the street, surrounding sidewalks, commemorative paving bricks and irrigation lines.

The replacement of pedestals with taller steel lampposts mounted directly onto the sidewalk grade would expose the new lampposts to poorly parked vehicles and would still require installation of new pedestal-type foundation footings underground. The design and size of such footings depends on the design of the lampposts, thus the cost is also unknown.

City Staff strongly recommends not removing the existing pedestals. The Orland Arts Commission recommends coloring the pedestals with a subtly attractive brown surface treatment. City Staff agrees and can acid wash, stain and seal the pedestals at minimal cost upfront and in future maintenance.

Lampposts

The lampposts were fabricated by the OHS shop where instructor Jerrod Lloyd, who is a certificated welding instructor with 23 years' experience, personally worked on the posts and supervised welding students in his shop. The pulse welding utilized .035 wire producing tensile strength of 70,000 lbs. The base cutout has six passes and is cut thru for welding on both top and bottom of the ½" thick plate. Fasteners are 7.5" stainless ½" anchor bolts. The City Engineer suggests we may want to add gussets for additional stability, depending on the structural engineering analysis.

While the current 13.5' lampposts mounted atop 30" pedestals reaches 16' height, this does not provide the desired vertical clearance of 14.5' for passing 14' tall trucks when accounting for both cross-street cable sag and road crown. Extending the poles to a total height of 18' +/- with a custom fabricated telescoping base adapter is practically feasible but perhaps not desired for aesthetics.

16 of the originally ordered 28 lampposts have been fabricated. The shop can fabricate 16 replacement posts at 16' +/-, with the existing batch of 13.5' lampposts repurposed to Vinsonhaler Park along its dark pedestrian pathway and at the dog park, or installed on 4th and 5th Streets north of Walker and south of Colusa (or retained for future use on Walker Street) where cross-street lighting is not planned for that phase of the future streetscape project.

The new lampposts, set on existing pedestals, would be 18.5' +/-, achieving desired vertical clearance.

The addition of previously planned decorative banners will add color, shape and a periodically changeable message to the project.

RECOMMENDATION:

City Staff recommends replacement of the current lampposts with taller lampposts atop the current pedestals, colored per Arts Commission recommendation, on both 4th and 5th Street, and repurposing the existing shorter lampposts. 5th St should be completed and accepted first, then 4th St.

Direct Staff.

FISCAL IMPACT OF RECOMMENDATION:

Modest project modifications such as material for four more lampposts and modification of lamppost height can be accomplished within the current project budget. Replacement of existing above-ground pedestals with new all-underground pedestals can be expected to impact the General Fund well in excess of \$100,000.