



February 6, 2026

**TO:** Capitol Area Development Authority (CADA) Board of Directors

**SUBJECT: February 20, 2026 Board Meeting  
AGENDA ITEM 6  
PURCHASE ORDER FOR PAVERART, INC. – 14TH & O INTERSECTION  
IMPROVEMENTS PROJECT**

**CONTACT:** Marc de la Vergne, Director of Sustainability, Streetscapes and Placemaking, and Special Projects

**RECOMMENDATION:**

Staff recommends the Board adopt a resolution (Attachment 1) authorizing the Executive Director to issue a purchase order to Paverart, Inc. to prepare and supply color pavers for use in the reconstruction of the 14<sup>th</sup> and O Street intersection project.

**BACKGROUND**

CADA's Envision O Street Plan calls for art pieces to be installed on O Street between the 700 and 1700 blocks. Specifically, the Plan calls for significant improvements to be made at the intersection of 14<sup>th</sup> and O Streets, including installing art. The project will include a number of other elements that will be discussed in detail in a future staff report, including corner bulbouts, expanded outdoor seating, planting of drought-tolerant plants, and creation of a four-way stop. The art component of the project consists of five colorful paver mandalas, or rosettes, to be placed within each of the four crosswalks and at the center of the intersection. Crosswalks with decorative elements are called "creative crosswalks" and have been popular in many communities in California and elsewhere. The City of Sacramento has a creative crosswalks program under which the public may propose creative crosswalks to be placed in their neighborhoods. Staff proposed creative crosswalks to the City of Sacramento for the 14<sup>th</sup> and O intersection and received supportive feedback. Based on that feedback, staff directed CADA's design consultants to include them in construction drawings for the project and submitted them to the City for review and approval. The approval was granted and a building permit will be issued once a contractor has been selected. Staff has issued a Request for Proposals for the entire intersection reconstruction project, including installation of the four creative crosswalks and the intersection mandala. The selected general contractor will be responsible for all aspects of the project including the pavers, but CADA will purchase the pavers and have them delivered to the contractor at the appropriate time. To ensure the pavers are delivered in time for installation, CADA will purchase them directly from the manufacturer, Paverart. The mechanism to make a purchase of this size is to gain Board approval through the issue of a purchase order.

**ANALYSIS**

The rendering of the 14<sup>th</sup> and O Street intersection is shown in Attachment 2, Creative Crosswalks Color Rendering. The design intent is to implement a durable, long-lasting decorative pavement solution for vehicular intersection conditions. The intersection design consists of interlocking field pavers in each of the four crosswalks, which will surround the individual mandalas. There will be a large mandala at the center of the intersection which will also be surrounded by field pavers. The field pavers and the mandalas are made of dyed concrete. The color is uniform throughout the

entire thickness of each paver. The central mandala is 22 feet in diameter. The mandala will be surrounded by a 12-inch circular band of field pavers and locked in place with a 12-inch circular band of concrete, bringing the total mandala diameter to 24 feet. All crosswalk pavers and the central mandala will rest on steel reinforced concrete and a bed of polymeric sand. Each paver is approximately three inches thick. The gaps between all pavers will be filled with the same sand which will lock them in place. The sides of the crosswalks will be constructed of 10-inch wide 12-inch thick concrete bands which will lock the crosswalk pavers in place. The concrete bands will be painted white to meet City crosswalk guidelines. The pavers are manufactured by Oldcastle and will be cut to size by the Paverart company. Both companies are located in New Jersey. Paverart is the only manufacturer in the US that cuts pavers in a factory, assembles them into the completed mandalas before shipping. This ensures the overall assembly is cut perfectly and the assembly matches the design. Other companies cut paving stones on-site, but the accuracy and precision do not match the product produced by Paverart and the on-site cutting approach significantly lengthens the installation process. This is of particular concern with a public thoroughfare like 14<sup>th</sup> and O where speed of installation is going to be critical to minimizing the impact to the neighborhood.

Initially, CADA staff investigated the use of painted mandalas for the intersection and also the use of an elastomeric inlay that is pressed into hot asphalt, such as have been installed on Del Paso Boulevard and at the intersection of 20<sup>th</sup> and K Streets in Midtown. The issue with this approach is that after about 7 years, the elastomeric inlay deteriorates and the surrounding asphalt thins considerably where repeated wearing by vehicle tires degrades it. Painted creative crosswalks, where they have been installed elsewhere in California, suffer from the disadvantage that they fade and stain and require regular repainting. The earliest installations of Paverart's pavers are 23 years old and remain in excellent condition, with only minimal fading during that time and only 1/16 of an inch of thinning. The paver manufacturer recommends annual cleaning with mechanical rotating brushes and a citric acid solution and reapplication of polymeric sand in the joints every 6 years to keep the pavers locked in place. Paverart reports that most communities do not clean their pavers this often and even where some communities such as Wildwood, New Jersey, do not clean more often than about every 7 years, the paver assemblies still look remarkably good.

In 2024, the City of Sacramento hired Paverart to supply custom-cut dyed concrete pavers which were then installed in Del Paso Heights, in five alleyways adjacent to Dixie Avenue. Like the CADA pavers, the Paverart circular images were installed and surrounded by dyed concrete field pavers running along a full block of each alley, with the circles at each end.

CADA's order includes the five mandala pavers, the surrounding field pavers, allowances for field cutting loss, "attic stock" for future maintenance when/if some pavers crack and need to be replaced, and shipping. Field pavers are manufactured on the west coast, but the colors may be different than what will be produced in New Jersey. The pavers that will surround the crosswalk mandalas must be manufactured in New Jersey so Paverart can cut them to fit around the mandalas. To avoid the risk of ending up with two different colors of field pavers, staff has made the decision to source all the field pavers from New Jersey so they are consistent in color. Please see Attachment 2 for an illustration showing the field pavers in each crosswalk that vary in color. This variation, although potentially minor, can be avoided by taking the approach staff is following here. The breakdown of costs is set forth in Paverart's proposal, which is included with this staff report as Attachment 3, Paverart CADA 14<sup>th</sup> & O Streetscape Project Proposal. Paverart will include with the order detailed instructions concerning how to reinstall the pavers should they need to be pulled up for utility line maintenance.

Staff will forward the approved purchase order for the pavers to Paverart immediately upon selection of a general contractor for the overall intersection project, which includes installation of the pavers. Paverart can store the pavers and ship them according to the contractor's needs. Staff

is requesting Board approval at this time so that Paverart can be on notice to proceed with its process on short notice. Time from receipt of the purchase order to completion of fabrication and packaging is 16-20 weeks. Staff has issued the request for proposals from General Contractors (GCs) and proposals will be due February 23rd. Staff will make a recommendation to the Board for GC selection at the April Board meeting and will more fully describe the overall intersection improvements project at that time. As with the 525 S Street warehouse project GC selection, the process will involve a points-based selection system designed to identify the best-qualified contractor for selection.

### **POLICY**

Board approval of contracts is required when the contract amount exceeds the Executive Director's \$100,000 contract approval authority. Since the \$138,480 contract exceeds \$100,000, Board approval is required before the Executive Director can execute it.

### **FINANCIAL IMPACT**

The value of the recommended purchase order is \$138,480. A 50% deposit is due upon invoicing and issuance of the purchase order. The CADA budget for O Street currently has \$1,587,102 in unobligated remaining funding. This remaining amount is intended to fund the 900 block project, which will be discussed in meeting oral reports; the 14<sup>th</sup> & O intersection project; improvements to CADA buildings' landscapes at 13<sup>th</sup> & O Street; and various landscape improvements elsewhere on O Street. The priority projects at this time are the 900 block, the 14<sup>th</sup> and O Street project and the 13<sup>th</sup> and O Street project, to be funded with existing CADA funding. Remaining funding, once these two projects are completed, would then be available for other O Street work. Those projects will include work on the 800, 1400, 1500 and 1600 blocks. The estimated costs for those four blocks is \$250,000. CADA has recently begun fundraising to secure grants to fund this other O Street work.

### **ENVIRONMENTAL ISSUES**

This project is best characterized as a maintenance project. This item does not require CEQA review or certification. This project falls under the categorical exemption for existing facilities in class 1, section 15301. Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Decorating an intersection would be considered a minor alteration of existing public structures or topography.

### **CADA STRATEGIC PLAN**

The proposed action advances the 2024-2029 CADA Strategic Plan's Objective II: Deliver Community Development Leadership, by advancing Strategy E which calls for "Identifying and Funding Placemaking Artwork and Events That Activate, Strengthen, and Increase the Attractiveness and Livability of Neighborhoods". Specifically, the project does this by doing the following:

"Implement projects that further community development goals of small business incubation, community-building and education, placemaking activities, and neighborhood development."

Installing creative crosswalks at 14<sup>th</sup> and O Street constitutes placemaking by creating a unique art installation in the neighborhood that will create a highly-recognizable landmark and further cement the 14<sup>th</sup> and O intersection's reputation as a desirable and vibrant place to be.

Attachments:

1. Resolution 25-07
2. Creative Crosswalks Color Rendering
3. Paverart CADA 14<sup>th</sup> & O Streetscape Project Proposal

**RESOLUTION NO. 26 – 07**

Adopted by the Capitol Area Development Authority February 20, 2026

**RESOLUTION PROVIDING AUTHORIZATION TO ISSUE A PURCHASE ORDER TO  
PAVERART, INC. – 14<sup>TH</sup> & O INTERSECTION IMPROVEMENTS PROJECT**

**WHEREAS**, CADA’s Envision O Street Plan calls for art pieces to be installed on O Street between the 700 and 1700 blocks;

**WHEREAS**, the Plan calls for significant improvements to be made at the intersection of 14<sup>th</sup> and O Streets, including installing art;

**WHEREAS**, the art component of the project consists of five colorful paver mandalas to be placed within each of the four crosswalks and at the center of the intersection;

**WHEREAS**, staff has identified Paverart, Inc. as the only company that can meet CADA’s project needs in the production of pavers for this project;

**WHEREAS**, the cost to procure, cut, crate and ship the pavers to Sacramento is \$138,480;

**WHEREAS**, to procure the needed pavers CADA will need to issue a purchase order to Paverart, which will start the production process; and

**WHEREAS**, staff will be authorized so that once a general contractor has been selected to construct the overall project and install the pavers, and the project’s construction schedule is known, the purchase order will be issued.

**NOW, THEREFORE, BE IT RESOLVED**, by the Capitol Area Development Authority that the Board of Directors hereby authorizes the Executive Director to issue a purchase order to Paverart in the amount of \$138,340.

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Ann Bailey, Chair

ATTEST:

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Tara Gandara  
Secretary to the Board of Directors

14TH STREET



## Attachment 3



### **PAVERART Proposal**

CADA 14<sup>th</sup> & O Streetscape Project – Decorative Paver materials

Date: February 2, 2026

Prepared for: Capitol Area Development Authority (CADA)

Attn: Marc de la Vergne, Director of Sustainability, Placemaking and Special Projects

Dear Marc,

PAVERART is pleased to submit this proposal to supply the decorative paver design materials for the **CADA 14th & O Streetscape Project**. This proposal covers the manufacture and fabrication of the decorative paver design package for the project intersection.

#### **1. Project Understanding**

CADA's design intent is to implement a durable, long-life decorative pavement solution suitable for vehicular intersection conditions. PAVERART's process delivers an off-site fabricated decorative paver design package intended to support efficient installation and long-term performance.

#### **2. Scope of Supply (Fabricated and Surrounded Paver Materials)**

PAVERART will provide the following materials and services:

- **Decorative paver design package for:**
  - Four (4) crosswalk designs, and their surrounding paver materials
  - One (1) center intersection design
- Coordination with the paver manufacturer (Oldcastle) regarding paver production requirements, and scheduling
- Off-site fabrication, assembly, and packaging of the design materials
- Completion documentation (including proof-of-completion photos) prior to shipment along with contractor zoom call orientation of materials.

Design rendering is included as attachments to this proposal.

#### **3. Pricing**

Total Lump Sum Material Cost: \$138,480

This total includes allowances for:

- Field cutting loss
- Attic stock for future maintenance
- Freight based on three (3) flatbeds

		<b>1/7/2026</b>
Remaining Crosswalk Material Cost to Build out 32'x10' 4 crosswalks	\$	<b>8,223</b>
Center Mandela: inside edge curb to inside edge = 264"	\$	<b>68,995</b>
4, 8' mandelas Built into approx 10'x10' sections	\$	<b>40,000</b>
Shipping (3 flatbeds)	\$	<b>18,300</b>
Attic stock Colors	\$	<b>2,962</b>
<b>Total</b>	<b>\$</b>	<b>138,480</b>

#### **4. Recommended Contracting Approach**

PAVERART recommends the following procurement structure:

1. Owner-direct materials purchase from PAVERART for the decorative design package and paver materials.
2. A separate public bid for installation and intersection construction, including installation of the decorative paver design materials.

This approach enables parallel procurement (materials fabrication can proceed while installation is bid), and may reduce pass-through markups by separating materials supply from installation contracting.

#### **5. Schedule / Lead Time**

Upon receipt of deposit, anticipated lead time is:

- 16–20 weeks from deposit receipt to completion of fabrication and packaging (typical range)

To support Oldcastle production planning and overall project timeline, PAVERART recommends initiating the project with deposit on or before March 31, 2026.

PAVERART can store completed materials until CADA is ready to schedule shipment.

#### **6. Payment Terms**

- 50% deposit due upon invoicing & issuance of purchase order

- 50% balance due upon completion documentation (proof-of-completion photos), prior to shipment

#### **7. Exclusions / By Others**

- This proposal is for **materials and fabrication only**, installation and associated materials separately contracted.

#### **8. Attachments**

- Intersection design renderings (CADA / project team)
- Finalized PAVERART design layouts
- PAVERART Streetscape background & Reference/completed projects and walk-through videos.

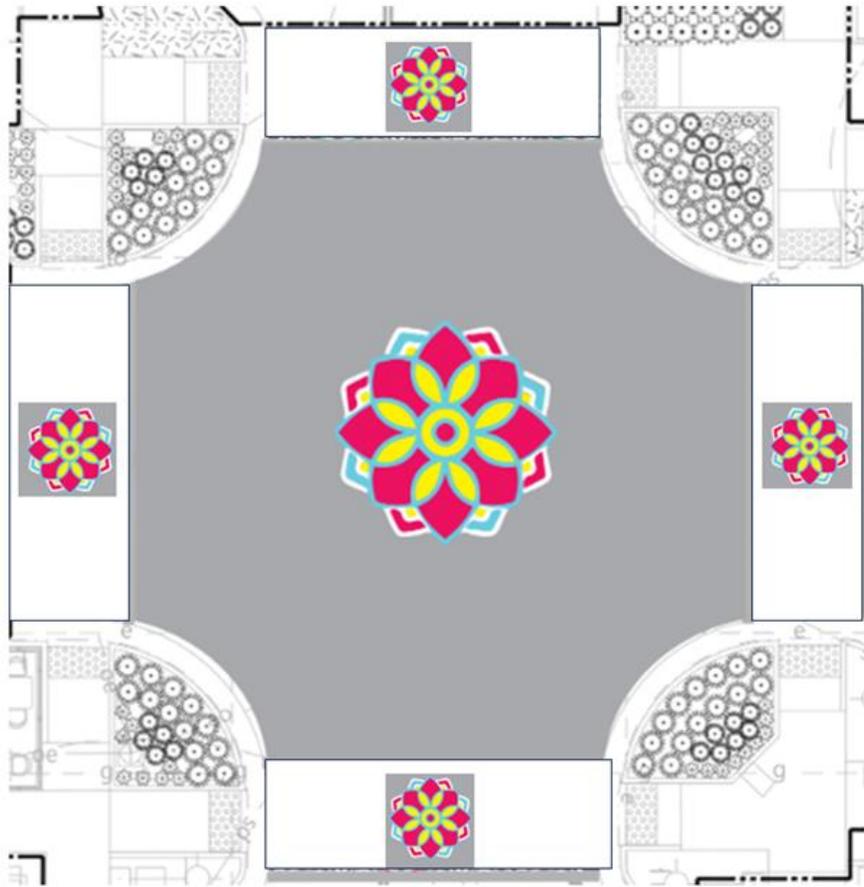
Thank you for the opportunity to support this project. We look forward to helping CADA deliver a durable and visually compelling intersection improvement.

Sincerely,

Mark Olivito  
Owner, PAVERART Enterprises, LLC

## Appendix

Original Design Renderings Presented To PAVERART



Finalized PAVERART Designs



## **Background/Context: *Decorative Pavement, A Durability Challenge!***

PAVERART was born out of a very simple problem:

***Bringing “Art” into intersections was nearly impossible in a “permanent” fashion.***

Decorative Intersections simply could not stand the test of time with decorative concrete, asphalt and other marking systems. These applications would notoriously fail in less than 5 years and often much less, which presented a major problem for municipalities.

### **The Start of PAVERART**

Over 22 years ago, multiple decorative intersections (utilizing Decorative/Stained Concrete) in Wildwood NJ were almost completely worn out, in less than 2 years from their installation. This was a major road leading up to the town’s convention center and the “re-construction” so soon was obviously not planned for.

A search for a technology/product that could far exceed these results and stand the test of time began. Our founder learned about this challenge, and the birth of PAVERART happened as a result.

We created multiple replacement intersections with PAVERART, and to our knowledge this is the first ever large-scale test of our process, from cutting, paver selection, assembly and packaging. By any measure, this project is an overwhelming success, and we often visit it, film footage and continue to use this as well as adjacent technologies failing directly next to PAVERART as key points of education.

## Backup Documentation

After 22 years of business, Pa has learned the following for success in decorative Vehicular Applications:

- The number one question for end users to decide upon is this: Are we comparing apples to apples when looking at all the various decorative alternatives:
  - Said differently, if Asphalt marking technology and decorative concrete is being compared to PAVERART, **are you setting the cost equal to the life expectancy equal?**
    - Example: Wildwood NJ: Decorative Concrete looked “acceptable” for about 18 months. PAVERART has been installed for 22 years and STILL looks very good. IF as an example you were to assume PAVERART will last 35 years, the overall cost of the Decorative Concrete proposal would need to be “factored up” BY 22X (35 years/1.5 years decorative life expectancy)
    - Example 2: Wildwood NJ: Decorative Asphalt adjacent to the PAVERART intersections shows SUBSTANTIAL wear after 3.5 years of installation. Same process here, this proposals cost would need to be “factored up” by 10x
- Of course this is over-simplified as re-building intersections is CONSIDERABLE disruption to local business, so minimizing disruption should absolutely carry a premium.
- We often get asked the question:
  - “How long will PAVERART Last?” It’s a critical question and we point to Wildwood and the successful work **STILL** after 22 years. However, what is critical to recognize is that the INSTALLATION is absolutely critical, the base as well as the installation between the pavers (spacers).
- Intersection “disruption” and decorative “risk” need to be minimized. PAVERART’s model is essentially “off-site and provable.” We enable municipalities to “transfer the risk” that always occurs to get a complex decorative project right. This takes time, and excess time taking an intersection down costs local businesses valuable money.
  - When we are finished with our work, we PROVE that it has been built to the approved design before one paver gets packaged.
  - We engage the installation firm at time of completion AND when fully packaged to reduce stress and ensure a seamless installation.

- In summary, complex designs built in a sustainable/durable fashion take time, but that is not time you want to happen on an intersection, that time needs to be minimized.

### **Lake Zurich & Wildwood Comparison/Assembly**

<https://www.youtube.com/shorts/LRKeaOLlbqA>

### **Video Walk-Through of Wildwood**

PAVERART

[https://www.youtube.com/watch?v=ygSnYldy\\_as](https://www.youtube.com/watch?v=ygSnYldy_as)

Decorative Asphalt #1: Wildwood NJ

<https://www.youtube.com/shorts/RQmu2ogNAMM>

Decorative Asphalt #2: Wildwood NJ

<https://www.youtube.com/shorts/BnOyvWHrVZ8>





# PAVERART LAKE ZURICH



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