

Agenda Report

November 17, 2014

TO: Honorable Mayor and City Council

FROM: Department of Public Works

SUBJECT: AMENDMENT TO CONTRACT NO. 19,944 WITH DOKKEN ENGINEERING TO INCREASE TOTAL NOT-TO-EXCEED AMOUNT BY \$137,500 FROM \$501,522 TO \$639,022 FOR CONSTRUCTION SUPPORT INCLUDING ENVIRONMENTAL AND HISTORIC MONITORING FOR LA LOMA BRIDGE REHABILITATION PROJECT

RECOMMENDATION:

It is recommended that the City Council:

1. Acknowledge the Final Environmental Impact Report for the project, which was certified on September 25, 2006, and the Notice of Determination which was filed with the Los Angeles County Recorder's Office on September 28, 2006; and
2. Authorize the City Manager to enter into a contract amendment with Dokken Engineering to increase total not-to-exceed amount by \$137,500 from \$501,522 to \$639,022 for construction support including environmental and historic monitoring for La Loma Bridge Rehabilitation Project. Competitive bidding is not required pursuant to City Charter Section 1002 (F) Contracts for Professional or Unique Services.

BACKGROUND:

On June 15, 2009, Contract No. 19,944 was awarded to Dokken Engineering for the design contract for the La Loma Bridge Rehabilitation Project for a not-to-exceed amount of \$311,522. Dokken Engineering was tasked with preliminary and final design phases. On July 21, 2012, City Council approved a contract amendment in the amount of \$190,000 for additional design and environmental work required by Caltrans that was not included in the original scope of the design contract.

The final design phase was completed and the project is ready to advertise for construction. Since Dokken Engineering prepared the design and environmental documentation, the firm is best suited to provide construction support including environmental and historic monitoring.

Use of Dokken Engineering for these purposes will ensure project continuity and compliance with environmental regulations as required by the approved environmental document and associated permits. Environmental monitoring includes maintenance of Environmentally Sensitive Area fencing, monitoring of stormwater Best Management Practices (BMPs), and air quality BMPs. Additional services include archeological, paleontological and biological monitoring, and also the architectural history related services as required by Caltrans and the State Historic Preservation Officer. The Department of Public Works has negotiated a not-to-exceed amount of \$137,500 to cover the additional services through project completion.

It is anticipated that the project will be advertised in November 2014. Actual construction will begin in spring 2015 and completion in fall 2016.

COUNCIL POLICY CONSIDERATION:

This project supports the City Council's goal to improve, maintain and enhance public facilities and infrastructure. The project is consistent with the Seismic and Safety Element of the General Plan by helping to achieve and maintain an environment in which Pasadena residents can enjoy personal safety and security.

ENVIRONMENTAL ANALYSIS:

The original CEQA EIR was certified on September 25, 2006, and the NEPA Finding of No Significant Impact (FONSI) environmental document was approved in March 2007. Due to the discovery of a seismic fault line running under the bridge and changes to design strategy, an addendum to the CEQA EIR and revalidation of NEPA document were required. The City received NEPA revalidation approval on November 1, 2012, and the CEQA EIR addendum was approved in September 2012.

FISCAL IMPACT:

The cost of this contract amendment will be \$137,500, and the total cost of this action is \$651,522. Funding for this action will be addressed by the utilization of existing budgeted funds from the La Loma Bridge – Rehabilitation project (budget account 73124), which has a current balance of approximately \$14.6 million. The overall project budget, including design and construction is currently estimated at \$16.0 million. It is anticipated that \$50,000 of the cost will be spent during the current fiscal year. The remainder of the costs will be spent over the next fiscal year. Indirect and support costs such as maintenance and IT support will be included in future Department of Public Works operating budgets.

The following table represents a summary of the sources of funds that will be used.

| | |
|--------------------------------|---------------------|
| Bridge Replacement Fund | \$ 120,000 |
| Federal Highway Administration | \$ 441,292 |
| Highway Bridge Program | \$13,013,910 |
| Gas Tax Fund | \$ 729,198 |
| Development Impact Fee | \$ 255,441 |
| Total Sources | \$14,559,841 |

The following table represents a contract summary.

| | |
|----------------------------|-------------------|
| Current Contract Amount | \$ 501,522 |
| Contract Amendment | \$ 137,500 |
| Administration | \$ 12,500 |
| Total Fiscal Impact | \$ 651,522 |

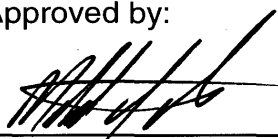
Respectfully submitted,

For 
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