

Contract No. 18,171

Agenda Report

TO: CITY COUNCIL **DATE:** February 24, 2003
FROM: City Manager
SUBJECT: Contract Award to DMJM + HARRIS for the Preparation of a Project Study Report, Project Report and Environmental Document for the State Route (SR) 710 Mitigation Project – Raymond Avenue to SR 110 Connector

RECOMMENDATION:

It is recommended that the City Council authorize the City Manager to enter into a contract with DMJM + HARRIS, Inc. to prepare a Project Study Report, Project Report and Environmental Document for the SR 710 Mitigation - Raymond Avenue to SR 110 Connector Project in an amount not to exceed \$ 395,000. Competitive bidding is not required pursuant to City Charter Section 1002(F) professional or unique services.

BACKGROUND:

The Raymond Avenue to SR 110 Connector project is one of the eight projects included in Pasadena's SR 710 Mitigation Project funded by Transportation Bill H.R. 5394. The proposed project will improve the connection between the southern terminus of Raymond Avenue and the Pasadena Freeway (SR 110) by widening Glenarm Street between Fair Oaks Avenue and Arroyo Parkway/SR 110, constructing an at-grade on-ramp from eastbound Glenarm Street to southbound SR 110, and widening southbound SR 110 to provide an auxiliary lane between the proposed on-ramp and the State Street off-ramp. The project will also include a raised center median on Glenarm Street and modifications to the railroad crossing protection system located west of SR 110.

A Request for Proposals (RFP) was issued on November 6, 2002 for consultant services to prepare the Project Study Report (PSR), Project Report (PR), Environmental Document (ED) and Plans, Specifications and Estimate (PS&E) for this project. The project consists of three phases. Phase I is the preparation of the PSR, PR and ED, Phase II is the preparation of PS&E and Phase III is for Construction Support Services. Although consultant selection was based on qualifications for completing all tasks described in the RFP, this contract will initially be executed to cover Phase I only. The

City has the option of entering into supplemental agreements with the selected consultant to cover the remaining phases of the project.

A pre-proposal meeting was held on November 19, 2002 to resolve any questions regarding this RFP. On December 6, 2002, eight proposals were received and reviewed by the Consultant Selection Committee composed of staff from the Departments of Public Works, Water and Power and Planning & Development, a member of the Pasadena Design Advisory Group and staff from the State of California Department of Transportation (Caltrans). The proposals were evaluated and ranked based on the selection evaluation criteria set forth in the RFP. The consultant ranking is provided in the table below.

Proposal Evaluation Ranking

Rank	Consultant Firm
1	DMJM + HARRIS
2	PSOMAS
3	Tetra Tech, Inc.
4	Korve Engineering
5	IBI Group
6	AZTEC
7	David Evans and Associates, Inc.
8	Wheeler & Gray Consulting Engineers

As a result of this process, the three top-ranked firms were short-listed and invited for interviews. The three short-listed consultant firms were DMJM + HARRIS, Inc., PSOMAS, and Tetra Tech, Inc.

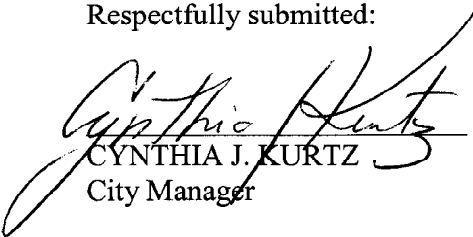
The consultants and their team were interviewed on January 13, 2003 and ranked by the interview panel consisting of five members of the Consultant Selection Committee. Exhibit A attached to this report provides the ranking and score of each consultant by the interview panel and also provides the rating criteria. Based on their qualifications and successful interview, DMJM + HARRIS was ranked number one and selected for the project. Tetra Tech, Inc. and PSOMAS were ranked second and third respectively.

The total compensation to DMJM + HARRIS under this contract, including change orders, shall not exceed \$395,000. This includes a base contract amount of \$340,551 to conduct the necessary tasks to produce the PSR, PR and ED outlined in the RFP. Due to a new Caltrans requirement effective January 2003 for the preparation of a Storm Water Data Report as part of the PSR and PR, it was necessary to increase the contract amount by \$17,876 for a total contract amount of \$358,427. With approximately 10 percent allocated for contingencies, the total compensation, under this contract, including change orders, shall not exceed \$395,000.


FISCAL IMPACT:

The Raymond Avenue to SR 110 Connector project is included in the current Capital Improvement Program (Budget Account No. 73204) and there are funds available for this contract in the amount not to exceed \$395,000.

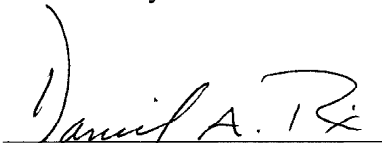
Respectfully submitted:


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