

Agenda Report

TO: CITY COUNCIL

DATE: October 5, 2009

FROM: CITY MANAGER

SUBJECT: DESIGN CONTRACT AWARD TO PARSONS FOR THE SOUTH ACCESS PEDESTRIAN BRIDGE TO THE SIERRA MADRE VILLA LIGHT RAIL STATION PROJECT

RECOMMENDATION:

It is recommended that the City Council:

1. Acknowledge that an addendum to the Final Environmental Impact Report for the Metro Gold Line Sierra Madre Villa station project was certified on December 4, 2006, and that the Federal Transit Administration (FTA) determined that this project is consistent with the criteria under the requirements for a Class II Categorical Exclusion (CE) and approved it on July 24, 2006;
2. Authorize the City Manager to enter into a contract with Parsons for final design, and right of way support services in an amount not to exceed \$369,707. Competitive bidding is not required pursuant to City Charter Section 1002 (F) professional or unique services.

BACKGROUND:

The project will provide a southern pedestrian bridge over the eastbound lanes of the Route 210 Freeway at the Sierra Madre Villa Light Rail Station. This bridge will provide a direct and safe access for pedestrians and bus riders approaching from the south. It will supplement the north pedestrian bridge which provides access to a 1,000-car parking garage, and facilitates pedestrians and bus riders approaching from the north.

On January 28, 2002, the City Council authorized the City Manager to execute a Professional Services Contract with McLean and Schultz in the amount of \$295,000 for the design of the South Access Pedestrian Bridge to the Sierra Madre Villa Station.

On July 15, 2002, a contract amendment in the amount of \$85,000 was approved by the City Council to complete a Combined Project Study Report/Project Report (PSR/PR) required by Caltrans and necessary for the modification of the plans and specifications, and for the completion of the right-of-way phase.

On July 14, 2003, a contract amendment in the amount of \$149,650 was approved by the City Council for the re-design of the bridge to meet new Caltrans seismic requirements, for the associated modification of the plans and specifications, and for the completion of the right-of-way phase.

On October 23, 2006, a contract amendment of \$69,504 was approved by the City Council for additional revisions to the PSR/PR, right of way services and design, increasing the total contract amount to \$599,154.

On February 29, 2008, McLean and Schultz submitted a fourth change order request for an additional amount of \$330,000, for updating the design due to the 2007 California Building Codes, the new American Association of State Highway and Transportation Officials (AASHTO) Load Resistance Factor Design for bridges requirements, and the Caltrans mandate to switch all project design documents from Metric to English units. With the \$44,000 remaining from the previous contract amendment, the total amount requested by McLean and Schultz would be \$374,000. Since most of the PSR/PR document and the design were completed, a major update to the plans and calculations is required. The City had several meetings with Caltrans and the consultant in last year to find a way to minimize the scope of the changes. As a result of these meetings, Caltrans has agreed to use dual units, which minimizes changes to the plans and the specifications; however, the City is still required to meet both the new Building and ASSHTO codes.

City staff was unable to negotiate a reasonable change order scope and fee with McLean and Schultz to complete the design. Since the McLean and Shultz's contract has expired, staff decided not to renew their contract and to hire a new consultant from the City's On-Call Bridge Consultant List to complete the design. The City On-Call Bridge Consultant List includes DOKKEN Engineering, PARSONS, and AECOM.

DOKKEN Engineering, was awarded the La Loma Bridge design contract on June 15, 2009. Therefore, staff asked the second ranked firm, PARSONS, to provide a cost proposal for this project. The City has negotiated the contract for an amount not to exceed \$369,707, to complete the final design and to provide right of way support services.

It is anticipated that the right of way acquisition, PSR/PR, and final design will take approximately one year to complete; that Caltrans and MTA approval, public advertisement, award of contract, and construction contract execution will take approximately nine months to complete; and that the construction will take

approximately 18 months to complete. The bridge is expected to be opened for public use in the early 2013.

ENVIRONMENTAL ISSUES:

This project addresses the Transportation category of the Green City Action Plan by improving access to public transit services. This bridge project will provide a more direct connection to Sierra Madre Villa Light Rail Station for pedestrians and bus riders approaching from south of the Route 210 Freeway.

FISCAL IMPACT:

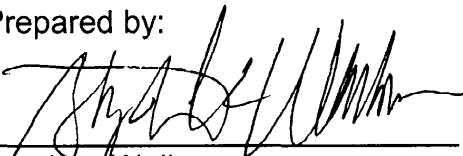
The estimated total cost of the project is \$6,500,000. Sufficient funds from Federal Transit Administration, Gold Line Surplus Funds, Proposition A (Transit) and Proposition C are available in Budget Account 75068, South Access Pedestrian Bridge to the Sierra Madre Villa Light Rail Station.

Respectfully submitted,




MICHAEL J. BECK
City Manager

Prepared by:



Stephen Walker
Principal Engineer

Approved by:



Martin Pastucha, Director
Department of Public Works