

Agenda Report

June 4, 2012

TO: Honorable Mayor and City Council

FROM: Department of Public Works

SUBJECT: AUTHORIZATION TO ENTER INTO A MEMORANDUM OF AGREEMENT WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION AND STATE HISTORIC PRESERVATION OFFICE, AND DESIGN CONTRACT AMENDMENT WITH DOKKEN ENGINEERING FOR LA LOMA BRIDGE REHABILITATION AND RETROFIT 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;
2. Authorize the City Manager to execute a Memorandum of Agreement (MOA) with the California Department of Transportation (Caltrans) and the State Historic Preservation Office (SHPO); and
3. Authorize the City Manager to enter into a contract amendment with Dokken Engineering for the revised design scope and preparation of supplemental environmental documents, in an amount not to exceed \$190,000. Competitive bidding is not required pursuant to City Charter Section 1002 (F) professional or unique services.

BACKGROUND:

In 2007, the City completed the CEQA and NEPA environmental documentation for the seismic retrofit and rehabilitation of the La Loma Road Bridge. Because of the historic nature of the bridge, the environmental documents were processed through the State Historic Preservation Officer, producing a finding of "no adverse effect" on the historical nature of the bridge. Preliminary engineering efforts at the time had suggested a retrofit strategy that included strengthening columns, constructing massive footings, and replacing the bridge deck.

On June 15, 2009, the City Council approved the final design contract with Dokken Engineering. As the design process continued, staff discovered that the original design strategy was not feasible. This was due to the large vertical displacement that could occur at the middle column of the bridge because of the Eagle Rock seismic fault line.

In January 2010, per City Council direction, the Department of Public Works formed the La Loma Bridge Advisory Group (LLBAG). The purpose of LLBAG is to provide input to City staff and the design consultant.

The team developed a new design strategy that preserves the historic fabric of the bridge, minimizes visual impacts to the bridge, and effectively addresses the seismic loads associated with the large vertical displacement. While the new strategy does not impact the middle pier, it requires visible modification to the end piers. In addition, the bottom of the bridge deck, when viewed from underneath the bridge, will look slightly different.

City staff submitted the new design strategy to Caltrans and SHPO and arranged several meetings to discuss the impacts of the new design strategy to the existing environmental document, a Final Environmental Impact Report (EIR) which was approved in September 2006. Subsequently, Caltrans required the City to prepare additional environmental documentation to supplement the current environmental document. The additional studies were submitted to Caltrans and SHPO for review and approval in February 2012. Caltrans determined the new design strategy will have an adverse effect on the La Loma Bridge, a structure that is listed in the National Register of Historic Places. Therefore, the City is required to execute a Memorandum of Agreement (MOA) with Caltrans and SHPO.

The MOA requires City to take following measures:

- Take large format photographs showing the bridge in context as well as the details of its historic features;
- Preserve the existing as-built drawings for the bridge;
- Install permanent informative metal plaques at both ends of the bridge;
- Develop a website for the bridge; and
- Reevaluate the bridge for eligibility under the National Register of Historic Places and submit to SHPO for approval, after completion of retrofit and rehabilitation work.

On April 26, 2012, City staff held a meeting with the LLBAG to inform them of the required MOA with Caltrans and SHPO. The LLBAG was satisfied with the updated information.

The additional design and environmental work required by Caltrans was not included in the original scope of the design contract with Dokken Engineering. Staff has negotiated a not-to-exceed amount of \$190,000 for completion of all work required for the

revalidation of the NEPA Finding Of No Significant Impact (FONSI), preparation of an addendum to the CEQA EIR document, and revised design scope due to the new design strategy.

It is anticipated that the revalidation of the environmental document and final design work will be completed in Spring 2013, and construction will start in Summer 2013.

COUNCIL POLICY CONSIDERATION:

This project supports the City Council Strategic Goal to “Improve, maintain and enhance public facilities and infrastructure.” This project is consistent with the Mobility Element of the General Plan by helping to coordinate and link Pasadena’s transportation system with existing and planned regional systems, and participating in the planning of these systems.

ENVIRONMENTAL ANALYSIS:

After Caltrans approval of the technical studies and memoranda, a revalidation of the NEPA FONSI will be obtained and an addendum to the CEQA EIR will be prepared and subsequently provided to the City Council for approval.

FISCAL IMPACT:

The cost of this contract amendment will be \$190,000, and the total cost of this action is \$576,522. Funding for this action will be addressed by the utilization of existing budgeted funds from the La Loma Bridge – Rehabilitation (Budget Account No. 73124). It is anticipated that the total design costs will be spent in Fiscal Years 2012 and 2013. The anticipated impact to other operational programs or capital projects as a result of this action will be minimal. It is expected that the construction cost will need to be increased by several million dollars due to additional impacts of the fault line. City staff is planning to request additional Highway Bridge Program (HBP) federal funding from Caltrans after DOKKEN Engineering finalizes the revalidation of the environmental document and prepares an updated cost estimate.

The following table presents a contract summary.

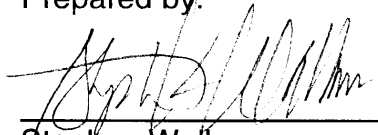
Original Contract Amount	\$311,522
Contract Amendment	\$190,000
Contract Total	\$501,522
Administration	\$ 75,000
Total Fiscal Impact	\$576,522

Respectfully submitted,



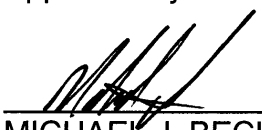
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MICHAEL J. BECK
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