



REPORT TO COUNCIL

City of Sacramento

915 I Street, Sacramento, CA 95814-2604
[www. CityofSacramento.org](http://www.CityofSacramento.org)

Consent
March 20, 2007

**Honorable Mayor and
 Members of the City Council**

**Title: Supplemental Agreement: West El Camino Bridge Replacement
 Project (PN: TZ71)**

Location/Council District: West El Camino Avenue Bridge over Natomas East Main Drainage Canal. Location map – Exhibit A of Resolution (Districts 1 and 2).

Recommendation: Adopt a **Resolution** 1) authorizing the City Manager to execute Supplemental Agreement No. 3 with Dokken Engineering for an amount not to exceed \$93,000, and 2) resetting the City Manager's Supplemental Agreement authority.

Contact: Ricky Chuck, Senior Civil Engineer, (916) 808-5050; Jon Blank, Supervising Engineer, (916) 808-7914

Presenters: None

Department: Department of Transportation

Division: Engineering Services

Organization No: 3434

Description/Analysis:

Issue: Approval of Supplemental Agreement No. 3 with Dokken Engineering for an amount not to exceed \$93,000 is necessary to incorporate the CEQA and NEPA mitigation measures in the project design.

Policy Considerations: This action requested herein is consistent with the Sacramento City Code, Title 3 and with the City of Sacramento Strategic Plan goals of improving and expanding public safety and enhancing livability.

Environmental Considerations: A Mitigated Negative Declaration was approved and the Mitigation Reporting Plan was adopted by the City Council on August 15, 2006 for the project pursuant to the requirements of the California Environmental Quality Act (CEQA).

The project is funded with Federal Highway Bridge Program (HBP) funds. As a result, it is also subject to the National Environmental Policy Act (NEPA). In November 2006, the State Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) issued a Categorical Exclusion for the Project pursuant to the requirements of NEPA. The proposed Supplemental Agreement for Dokken Engineering is to incorporate the environmental mitigation as identified and required in both the CEQA and NEPA determinations. No further analysis is required.

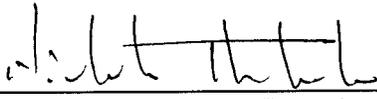
Rationale for Recommendation: Approval of Supplemental Agreement No. 3 with Dokken Engineering is needed for the installation of bat houses in the channel and exclusionary netting under the existing bridge prior to the construction of the new bridge.

Financial Considerations: The current project budget is \$1,100,000. As of February 23, 2007, the project has an unobligated balance of \$257,108 which is sufficient to execute Supplement Agreement No. 3 with Dokken Engineering for an amount not exceed \$93,000.

The estimated total project cost is \$9,200,000. Funding for Right-of-Way and construction will consist of 88.53% Federal Highway Bridge Program (HBP) funds and 11.47% local match. Staff will return to City Council at a future date for appropriation of construction funds. It is anticipated that the 11.47% local match for construction will be funded using either Major Street Construction Tax or Measure A funds.

Emerging Small Business Development (ESBD): This project includes federal funding and requires conformance with project participation guidelines for Disadvantaged Business Enterprises (DBE) in lieu of the City of Sacramento Emerging and Small Business Enterprise (ESBE) program requirements.

Dokken Engineering achieved the required 25% DBE goal when an agreement was made on February 2005.

Respectfully Submitted by: 
Nicholas Theocharides
Engineering Services Manager

Approved by:  Jerry Way
Director of Transportation

Recommendation Approved:

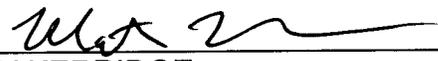
for 
RAY KERRIDGE
City Manager

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Attachment 1

Background Information:

The project will replace the structurally deficient West El Camino Bridge over Steelhead Creek (a.k.a. Natomas East Main Drainage Canal) with a new bridge that meets current standards. The decaying timber structure bridge was constructed in 1945 and is rated structurally deficient. Ongoing maintenance and repairs are not effective in maintaining the structural integrity of the decaying structure. During high canal flows, the road had to be closed by using stop log floodwalls.

The project will construct a new concrete bridge with two travel lanes, bike lanes, sidewalks, and street lighting and will maintain an at-grade crossing of the existing Union Pacific railroad track. This project will eliminate the need for road closure during high canal flows. A grade-separated bridge is not feasible at this location due to extensive impacts to the community and homes. Staff has obtained Public Utilities Commission (PUC) approval to maintain the existing at-grade railroad crossing, and is working with Union Pacific Railroad (UPR) for their approval.

In February 2005, the City entered into a Consultant Service Agreement with Dokken Engineering in the amount of \$699,963. Supplemental Agreements No. 1 and No. 2 in the total amount of \$46,464 were approved under the City Manager's supplemental agreement approval authority. Supplemental Agreement No. 1 compensates for additional development of detour concepts, evaluation of traffic mitigations and road impacts due to road closure during construction. Supplemental Agreement No. 2 compensates for additional preliminary engineering design for railroad work in association with Union Pacific Railroad Company.

Supplemental Agreement No. 3 allows Dokken Engineering to install bat houses and exclusionary netting before construction starts. The installation of the bat houses and exclusionary netting is an environmental mitigation as identified and required in both the CEQA and NEPA determinations. Completion of the mitigation will allow the City to move forward with constructing the project in 2007. Supplemental Agreement No. 3 will also compensate Dokken Engineering for additional analysis, studies, proposals, and coordination necessary to accommodate UPR's request for a 70 mph train speed at-grade railroad crossing at West El Camino Avenue.

The estimated total project cost is \$9,200,000. The City was successful in obtaining Federal Highway Bridge Program (HBP) funds to replace the bridge. Under this program, the federal government paid 80% of the design cost of the project, while the City pays a 20% local match. With the new HBP funds, the federal government pays 88.53% of the Right of Way and Construction cost, and the City pays 11.47% of the cost. Staff will return to City Council at a future date for appropriation of construction funds. It is anticipated that the 11.47% local match for construction will be funded using either Major Street Construction Tax or Measure A funds.

Attachment 2

RESOLUTION NO.

Adopted by the Sacramento City Council

AUTHORIZING THE CITY MANAGER TO EXECUTE SUPPLEMENTAL AGREEMENT NO. 3 FOR THE WEST EL CAMINO BRIDGE REPLACEMENT PROJECT AND RESETTING THE CITY MANAGER'S SUPPLEMENTAL AGREEMENT AUTHORITY

BACKGROUND

- A. The project will replace the structurally deficient West El Camino Bridge over Steelhead Creek (a.k.a. Natomas East Main Drainage Canal) with a new bridge that meets current standards. The decaying timber structure bridge was constructed in 1945 and is rated structurally deficient. Ongoing maintenance and repairs are not effective in maintaining the structural integrity of the decaying structure. During high canal flows, the road has to be closed by using stop log floodwalls.
- B. The project will construct a new concrete bridge with two travel lanes, bike lanes, sidewalks, and street lighting and will maintain an at-grade crossing of the existing railroad track. This project will eliminate the need for road closure during high canal flows. A grade-separated bridge is not feasible at this location due to extensive impacts to the community and homes. Staff has obtained Public Utilities Commission (PUC) approval to maintain the existing at-grade railroad crossing, and is working with Union Pacific Railroad (UPR) for their approval.
- C. In February 2005, the City entered into a Consultant Service Agreement with Dokken Engineering in the amount of \$699,963. Supplemental Agreements No. 1 and No. 2 in the total amount of \$46,464 were approved under the City Manager's supplemental agreement approval authority. Supplemental Agreement No. 1 compensates for additional development of detour concepts, evaluation of traffic mitigations and road impacts due to road closure during construction. Supplemental Agreement No. 2 compensates for additional preliminary engineering design for railroad work in association with Union Pacific Railroad Company
- D. Supplemental Agreement No. 3 allows Dokken Engineering to install bat houses and exclusionary netting before construction starts. The installation of the bat houses and exclusionary netting is an environmental mitigation as identified and required in both the CEQA and NEPA determinations. Completion of the mitigation will allow the City to move forward with constructing the project in 2007. Supplemental Agreement No. 3 will also compensate Dokken Engineering

for additional analysis, studies, proposals, and coordination necessary to accommodate UPR's request for a 70 mph train speed at-grade railroad crossing at West El Camino Avenue.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

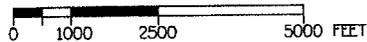
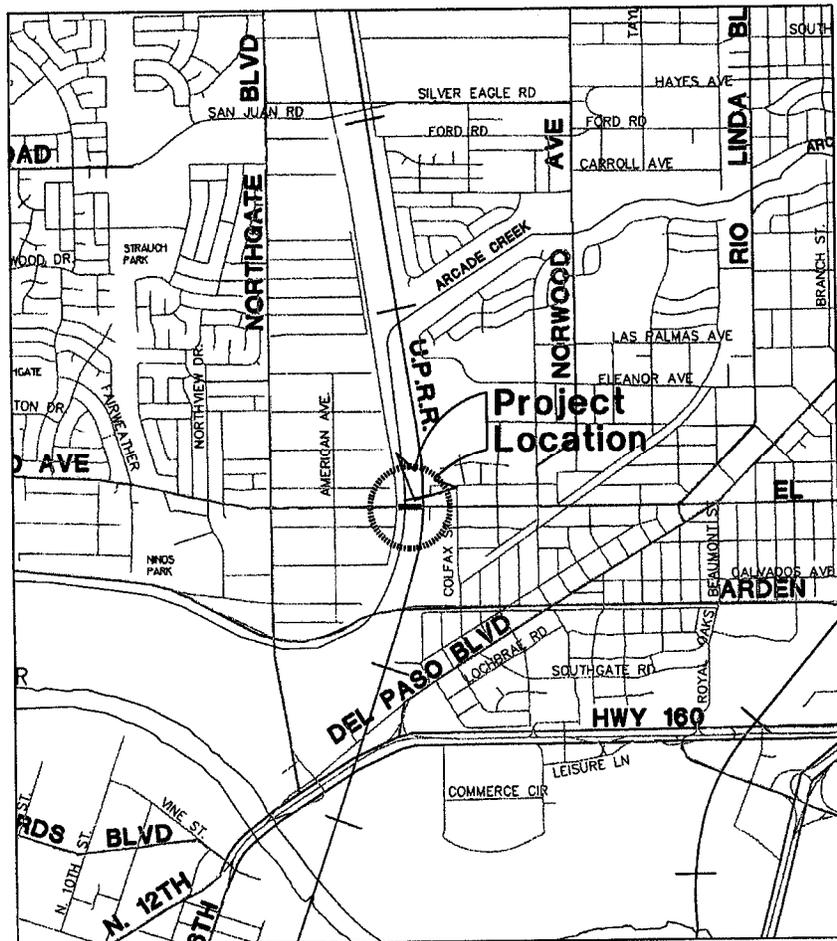
- Section 1. The City Manager is authorized to execute Supplemental Agreement No. 3 with Dokken Engineering for an amount not to exceed \$93,000 for the West El Camino Bridge Replacement Project (PN: TZ71).
- Section 2. Supplemental Agreement No. 1 and No. 2 are ratified, and the City Manager's Supplemental Agreement approval authority is reset for this agreement.

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Exhibit A: Map of West El Camino Bridge Replacement Project (PN: TZ71)

EXHIBIT A

**WEST EL CAMINO AVENUE
BRIDGE REPLACEMENT
PROJECT**



**PN: TZ71
LOCATION MAP**

MAP CONTACT: B. CAMERON
DATE: 07/11/06