

**TO:** JAMES L. APP, CITY MANAGER

**FROM:** JOHN R. McCARTHY, DIRECTOR OF PUBLIC WORKS

**SUBJECT:** FOR THE CITY COUNCIL TO AUTHORIZE STAFF TO ENTER A CONSULTANT SERVICES AGREEMENT FOR THE FINAL PLANS, SPECIFICATIONS & ESTIMATES (PS&E) FOR THE 13<sup>TH</sup> STREET BRIDGE WIDENING

**DATE:** MARCH 2, 1999

**Needs:** For the City Council to authorize staff to negotiate a fee and enter a Consultant Services Agreement with URS Greiner of Roseville, California, to prepare the final PS&E for the widening of the 13<sup>th</sup> Street Bridge.

- Facts:**
1. On September 30, 1998, the City Council authorized staff to proceed with the widening of the 13<sup>th</sup> Street Bridge using Measure 'D' funds.
  2. In November 1998, the City sent Requests for Proposals (RFP's) to over 20 consultants to respond as potential candidates to prepare the final PS&E for the 13<sup>th</sup> Street Bridge Widening Project.
  3. On February 4, 1999, three consultants made presentations to the Streets and Utilities Committee.
  4. The Committee concluded that of the three consultants, they recommend that the City negotiate a fee and enter a Consultant Services Agreement with URS Greiner of Roseville, California.
  5. It is estimated that the professional service fee will be between \$400,000 and \$450,000, depending on the final scope of work anticipated.

**Analysis  
and**

**Conclusion:** Staff requests that the City Council authorize staff to negotiate a fixed fee contract with URS Greiner to prepare the final PS&E for the widening of the 13<sup>th</sup> Street Bridge.

**Policy**

**Reference:** Minute Action September 30, 1998  
Adopted Capital Improvement Program

**Fiscal**

**Impact:** It is anticipated that \$6.5 million dollars of Measure 'D' funds will be allocated for this project.

- Options:**
- A. That the City Council adopt the attached Resolution authorizing staff to negotiate a fixed fee contract with URS Greiner for the final PS&E for the widening of the 13<sup>th</sup> Street Bridge.
  - B. That the City Council amend, modify, or reject the above options.

**Attachments: (1)**  
1) Resolution

**RESOLUTION No. 98-**

**A RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF PASO ROBLES AUTHORIZING STAFF TO NEGOTIATE A  
CONSULTANT SERVICES AGREEMENT WITH URS GREINER**

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**WHEREAS**, on September 30, 1998, the City Council authorized staff to proceed with the widening of the 13<sup>th</sup> Street Bridge; and

**WHEREAS**, in November 1998, the City sent Request for Proposals to over twenty consultants; and

**WHEREAS**, on February 4, 1999, the Streets and Utilities Committee interviewed three consultants who wished to be considered for the preparation of the final PS&E for the bridge widening; and

**WHEREAS**, the committee recommends that the City negotiate a fixed fee and enter a Consultant Services Agreement with URS Greiner.

**THEREFORE, BE IT RESOLVED AS FOLLOWS:**

Section 1. That the City Council of the City of Paso Robles does hereby authorize staff to negotiate a fixed fee contract with URS Greiner in the amount of between \$400,000-\$450,00, depending on the final scope of work.

Section 2. That the City Council of the City of Paso Robles does hereby authorize the City Manager to execute the Service Agreement on behalf of the City.

**PASSED AND ADOPTED** by the City Council of the City of Paso Robles, this 2<sup>nd</sup> day of **March**, 1999, on the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

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**Duane Picanco, Mayor**

**ATTEST:**

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**Madelyn Paasch, City Clerk**



## Firm Introduction

URS Greiner Woodward Clyde provides comprehensive transportation planning, engineering design, and construction management services to help public and private clients meet the challenges of maintaining a sound infrastructure system.

As a specialist in transportation design, URS Greiner Woodward Clyde has one of the most experienced bridge and highway design teams in California. Our Roseville office has over 55 professional engineers and support staff. The skills of this team have been proven by the successful completion of hundreds of transportation projects for cities, counties, and Caltrans. These projects include new roadways and roadway structures, roadway widenings and improvements, under- and overcrossings, bridges, grade separations, and seismic analysis and rehabilitation of existing structures for emergency and non-emergency contracts.

The firm has served clients nationwide since 1908 and in California since 1952. Globally, the firm now has a total staff of more than 6,700 engineers, scientists, planners, construction managers, surveyors, and other specialists in the United States and abroad. URS Greiner Woodward Clyde is a wholly owned subsidiary of URS Corporation, a publicly held corporation listed on the New York and Pacific Stock Exchanges under URS.

In northern and central California, the firm maintains offices in Roseville, Sacramento, San Jose, San Francisco, Oakland, Pleasanton, Walnut Creek, and Santa Barbara, staffed with over 500 dedicated employees. The disciplines in these offices include civil engineers, structural engineers, mechanical engineers, environmental engineers, hydrogeologists, geologists, geotechnical engineers, sanitary engineers, biologists, surveyors, construction managers, engineering technicians, and CADD experts.

### ENGINEERING SERVICES

Over the past five years alone, the URS Greiner Woodward Clyde (URSGWC) California offices have completed more than 200 transportation-related projects. As a result of this experience, we have acquired an in-depth knowledge of all federal and state (Caltrans) procedures and requirements. Our engineers know Caltrans requirements and the importance of following them. We have successfully met Caltrans criteria for Project Study Reports, Project Reports, and PS&E packages for bridges, interchanges, and highway widenings. Our engineers are also knowledgeable of the procedures for obtaining approvals for design exceptions.

Many of our projects, while not performed directly for Caltrans, have required Caltrans coordination to address right-of-way and encroachment issues and Caltrans project development and design criteria. Because of this experience, our project managers and engineers have established relationships with Caltrans staff and are adept at facilitating efficient and timely coordination with Caltrans.



### Bridge Design

URSGWC has prepared over 50 plans, specifications, and estimates (PS&Es) packages for projects funded by the Federal Highway Bridge Replacement and Rehabilitation Program (HBRR), and hundreds of PS&E packages for local agency bridges. These projects have met the design standards of the American Association of State Highway and Transportation Officials (AASHTO) as supplemented by Caltrans and approved by the Federal Highway Administration. Because of this work, we have a strong working relationship with Caltrans Division of Structures and the District Local Streets and Roads offices. The Roseville office has also completed more than 100 seismic retrofit designs for bridges in the Caltrans Seismic Retrofit Program.

### Highway Design

URSGWC has been responsible for the planning, design and construction management for new roadways; roadway widenings, rehabilitation, and extensions; soundwalls; pavement replacement and rehabilitation; and bikeway and pedestrian facilities. These projects have involved design elements such as street reconstruction, widening, overlays, drainage, curbs and gutters, street lighting, and utility relocations. In implementing these projects, our staff has demonstrated their thorough knowledge and experience of public works standards, AASHTO guidelines and procedures, and their ability to respond to local agency, Caltrans, and public needs and concern

### Environmental Capabilities

URSGWC's environmental staff in California have conducted over 2,000 environmental and planning studies, including major federal EISs, state EIRs, and other documentation to meet federal, state, county, and city requirements. Most of these studies have included the preparation of environmental documents under NEPA and CEQA guidelines, the technical reports required to support these documents, and environmental-related permits such as U.S. Army Corps of Engineers 404 Permits, and Fish and Game 1601 agreements. Our staff has worked on many bridge-related projects and has successfully contributed to numerous approved Project Study Reports and Project Reports.

### Computer Capabilities

URSGWC uses MicroStation and AutoCAD supplemented by Intergraph and SoftDesk computer-based design software. Coupled with computerized survey calculations and aerial mapping, our system enables us to cost effectively prepare maps, plans, details, and sections of high quality and extreme accuracy.

We are a communication-focused firm, utilizing the latest in network and internet software. We are accustomed to incorporating client standards to electronic or hardcopy deliverables and will customize our services to fit our client's needs.

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## QUALITY CONTROL PROGRAM

### POLICY

URSGWC has established and implemented a Quality Assurance Program to set engineering guidelines that are followed by every office. The Quality Assurance Program integrates corporate quality policies, client contractual requirements, and applicable regulatory requirements. The Quality Assurance Program is documented by a manual and by supplementary plans, procedures and instructions that describe quality assurance guidelines and the organizational responsibilities for implementing these guidelines.

### QA/QC PROCEDURES

URSGWC 's management places great emphasis on quality assurance. One of our primary objectives is to develop documents of the highest quality. Therefore, procedures and practices have been developed that are implemented on each of our projects. The purpose of these procedures is to ensure that all URSGWC Team documents, reports, and studies are of a quality that is consistent with regulatory standards.

URSGWC 's Design Quality Assurance Procedures are utilized throughout the life of the Project. Quality Control starts at the proposal and scope definition stage and continues through the completion of all assignments. Because of our strong Quality Assurance Program, we maintain a high standard of professional service. To assure that errors, omissions and ambiguities in submittals and drawings are limited to an absolute minimum, the responsibilities for technical review, peer review/coordination checking, and technical audit functions are assigned to the appropriate URSGWC Team members.

It is URSGWC's approach to integrate the work of our subconsultants into the quality control system through the use of procedures and our peer review/independent checking capability augmented with technical audits and an independent technical review of all major submittals by a senior engineer that is not assigned as part of the design team.



## Executive Summary

The project to widen and improve the 13<sup>th</sup> Street Bridge and adjacent interchanges is one that suits the talents and capabilities of the URS Greiner Woodward Clyde organization. Our proposed Project Manager, Jorge Aguilar, looks forward to once again working with the City of Paso Robles in a capacity where he can utilize his staff's project design experience, our extensive bridge design experience, our geotechnical capabilities present in the San Jose office and environmental capabilities in the Santa Barbara office. These in-house talents combined with those of our subconsultants covers all the services needed for the successful and efficient design of this project. The team as presented in this proposal is primed to tackle the following issues we see as being key to project success.

### Bridge Expertise

Designing the widening of a structure that is currently undergoing relatively major seismic retrofit work requires a thorough understanding of the retrofit and an approach to the widening design that does not compromise it. Addressing impacts to the existing bridge and careful consideration to the scour and liquefaction potential at the site will be important to insuring the integrity of the finished structure.

### Traffic Management

The design of this project must respect the volumes of traffic that utilize this crossing and incorporate a construction and traffic staging plan that accommodates existing flow. We have presented a conceptual stage construction/traffic-handling plan that confirms the feasibility of maintaining traffic throughout construct.

### Permitting

Coordination of the design effort with the permitting process is critical. All permits required for work within the river and project sourced discharge and drainage into the river, must be clearly defined early in the design process to be incorporated into the construction documents. We have identified conceptual drainage system design to meet NPDES requirements.

### Right-of-Way

Preliminary engineering has identified right-of-way impacts to several parcels, many with what appears to be only minor takes. Emphasis will, of course, be placed on minimizing or eliminating as many of these impacts as possible.

### Schedule

The City's need to increase its traffic capacity across the Salinas River is ever increasing and an aggressive work plan with clearly defined schedule milestones must be established and adhered to in order to meet the City's schedule goals. The scope of work and schedule contained herein realistically addresses that goal.

We are confident that this proposal properly outlines our qualifications and presents the best approach to meeting the City's goals for this project.

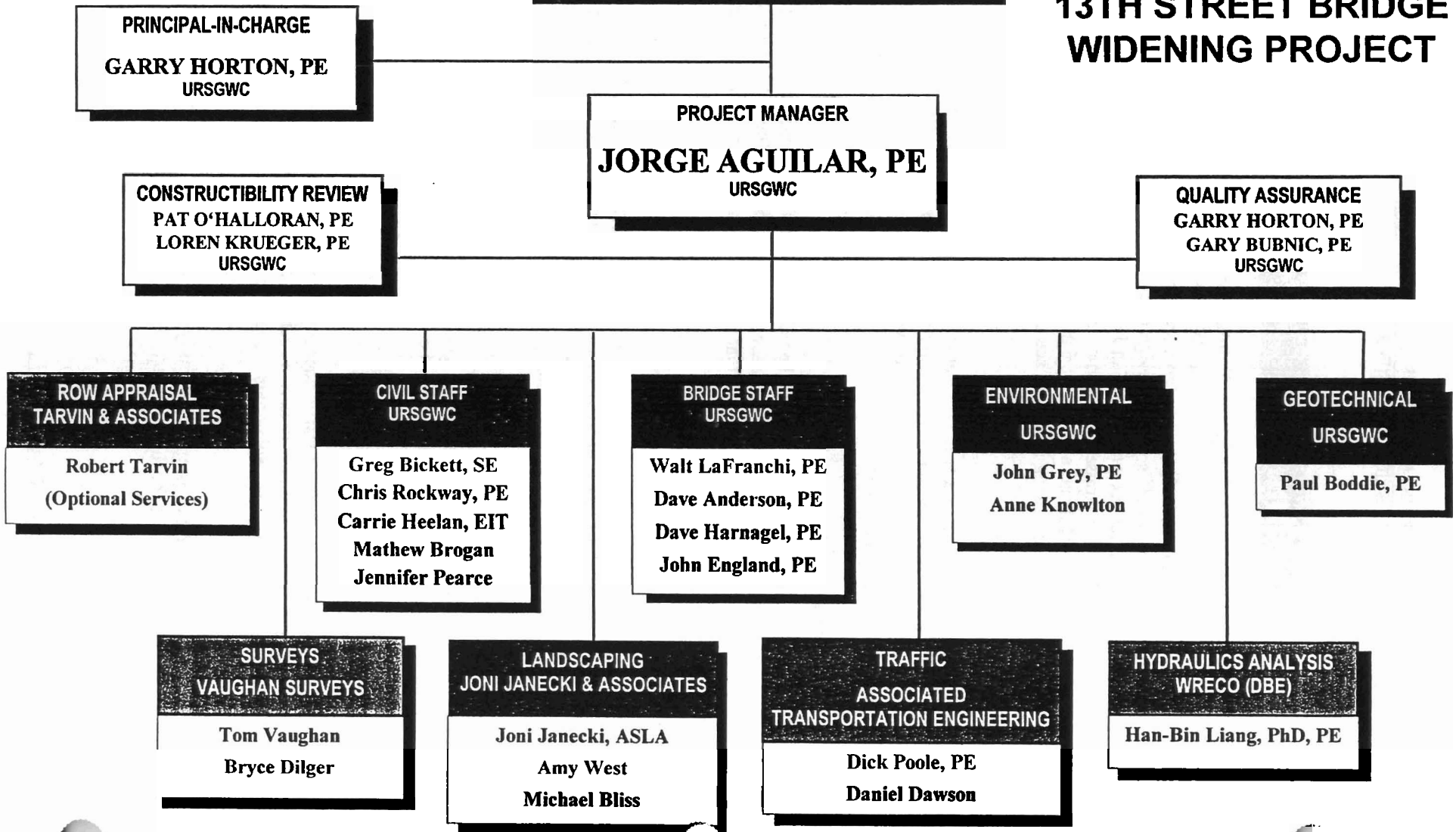
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**URS Greiner  
Woodward Clyde**  
*Organization Chart*

**CITY OF  
EL PASO DE ROBLES  
DITAS ESPERANZA, PE**



**13TH STREET BRIDGE  
WIDENING PROJECT**



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