



**THE PORT  
OF LOS ANGELES**  
Executive Director's  
Report to the

Board of Harbor Commissioners

**DATE: FEBRUARY 9, 2011**

**FROM: CONSTRUCTION DIVISION**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ - PROPOSED RESOLUTION FOR  
PREQUALIFICATION OF BIDDERS FOR CONSTRUCTION OF THE  
SOUTH WILMINGTON GRADE SEPARATION  
SPECIFICATION NO. 2690**

**SUMMARY:**

Staff recommends that construction of the South Wilmington Grade Separation Project, City of Los Angeles Harbor Department (Harbor Department) Specification No. 2690, be performed by prequalified contractors. Section 375 of the Los Angeles City Charter allows prequalification of bidders for construction contracts if the Board of Harbor Commissioners (Board) finds that utilization of such a process would benefit the City of Los Angeles (City). This report sets forth characteristics of the proposed project and the justification for utilizing the prequalification process to attain benefits for the City.

**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners:

1. Adopt the Resolution for Prequalification of Bidders (Transmittal No. 1), finding that utilization of the bidder prequalification process for construction of the South Wilmington Grade Separation Project would benefit the City of Los Angeles pursuant to Section 375 of the Los Angeles City Charter Section 10.18 of the Los Angeles City Administrative Code for the South Wilmington Grade Separation project; and
2. Adopt Resolution\_\_\_\_\_.

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SUBJECT: PREQUALIFICATION OF BIDDERS FOR CONSTRUCTION OF THE SOUTH WILMINGTON GRADE SEPARATION

**DISCUSSION:**

Previous Board Action - At the April 5, 2006, Board meeting, a public hearing was held on the Level III Coastal Development Permit for a grade separation at Fries Avenue, south of Harry Bridges Boulevard, in Wilmington. The recommendation to adopt the Permit was approved. Since approval, the project design has been revised to avoid conflicts with Department of Water and Power infrastructure, though the concept and general location remains as was originally approved by the Board. Consequently the title of the project was also changed from Fries Avenue Grade Separation to South Wilmington Grade Separation (Project).

South Wilmington Grade Separation - The scope of the Project includes construction of a grade separation structure linking Harry Bridges Boulevard, Pier A Street and Fries Avenue with a proposed new entrance to the TraPac Terminal. The Project will be built over the Pier A Street Railyard entrance track, which is frequently used for switching purposes, and over the San Pedro mainline railroad track, which is used several times a day. Both will remain active during construction activities. Separation of truck traffic from rail traffic will be necessary to facilitate the efficient flow of truck traffic from Harry Bridges Boulevard to the proposed TraPac Terminal entrance (Transmittal No. 4).

The structure will consist of 2,300 lineal feet of prestressed, cast-in-place concrete box girder on seven-foot diameter concrete columns, built on footings supported by 24-inch diameter precast/prestressed concrete piles. Abutments will also be supported by 24-inch diameter precast/prestressed concrete piles. Approaches to the bridge will utilize 32,000 square feet of mechanically stabilized earth (MSE) retaining wall. The Project will be constructed on streets and backland areas that have a large number of petroleum, gas, and other underground lines that will be relocated by others. The contractor for the Project will relocate infrastructure, including reconstruction of six-inch, eight-inch and ten-inch water lines and connections, and reconstruction of a ten-inch sewer.

This Project will be constructed in compliance with the Harbor Department's new Small Business/Very Small Business Enterprise Program. This Project will be performed under a Project Labor Agreement.

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Prequalification Process - City Charter Section 375 allows the prequalification of bidders if the process is clearly described and the contracting authority, the Board, makes a written finding that utilization of such process would benefit the City. The South Wilmington Grade Separation project has certain characteristics described below that staff believe justify utilization of prequalification for this contract. To ensure the timely and cost effective completion of the Project, contractors bidding on this Project should have experience with Public Works projects, infrastructure relocation, constructing grade separation structures, driving concrete piles, and with procurement, delivery and installation of MSE retaining walls. Prequalification of bidders will help ensure that the work will be completed within budget and within the limited time available.

In accordance with Section 10.18 of the Administrative Code, the prequalification criteria will include verification of relevant experience with providing similar specialized services, including experience with constructing box girders, driving concrete piles, relocating infrastructure, and constructing MSE retaining walls. Specific quantities used in the criteria were determined by considering the actual quantities required for the Project, and arriving at a reasonable lower quantity that has been successfully performed, demonstrating that the contractor or subcontractor is capable of achieving the actual required quantities at minimal-to-no risk to the City of Los Angeles Harbor Department (Harbor Department). This adjusted criteria, allows additional qualified contractors and subcontractors to be eligible to compete to perform on this Project.

Prequalification criteria will also include the applicant's ability to provide staff with experience in the before mentioned scopes of work. Applicants must also provide a reasonable safety record and history of permit compliance, and must not have been disbarred from contracting or procurement work with any federal, state or local government agencies.

Prequalification criteria will also verify the financial ability to complete the work, safe work practices, and prior contracting performance with other governmental agencies. The specific criteria to be applied and the submittal requirements are identified in the draft prequalification package for the South Wilmington Grade Separation – Specification No. 2690 (Transmittal No. 2).

Minor modifications to the prequalification requirements may be made during the advertising phase (before submittal of prequalification packages) to address questions received from contractors during this period. Any modifications will be issued by addendum to all potential bidders.

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Prequalification Justification - The Project is important to the Harbor Department and to TraPac. Timely completion of the grade separation is one element of the Harbor Department's Transportation Improvements Program, part of which is intended to improve the flow of traffic into and out of the TraPac Terminal. This Project and others are also necessary to satisfy terms of the recently renewed long-term lease with TraPac.

Construction of the specialized elements of the Project - box girders, concrete piles, MSE retaining walls, and infrastructure relocation - are specialized fields of construction that require experienced personnel, and specialized expertise and equipment to accomplish the work in a timely manner. A contractor, project manager, site superintendent, and site engineer experienced in constructing grade separations, managing overlapping trades, and coordinating subcontractors is also required to meet the schedule.

Of specific concern are proper calculations of the camber, design of false work, and prestressing of the girders in order to provide a finished product that meets the design requirements, control of pile driving alignment to avoid out-of-tolerance piles and damage to existing adjacent facilities and substructures, proper compaction of the soil over the stabilizing tendons supporting the MSE retaining walls, and alignment of the panels, which will result in a stable retaining wall.

Infrastructure relocation is considered a specialty because of the complex nature of substructures. The backland and streets are impacted by a large number of substructures that, if disturbed, could delay the Project, increase costs, and impact the environment. It is necessary to connect new pipelines to critical facilities that must remain in operation. Proper installation of shoring of the trenches is critical because of the high groundwater table that could result in movement of the adjacent soil if not properly addressed in the shoring design. Since work will be required on the existing sewer system, the City's zero-spill requirement for work on sewers will be in effect.

The scheduled performance time established for the Project is sufficient for completion of the work by a qualified contractor with the necessary experience, but timely completion may be jeopardized if the work is undertaken by a contractor lacking the required experience in the specialized construction work. To qualify, bidders must have acquired satisfactory prior experience within the past ten years in the construction of similar projects as described in the attached Request for Prequalification of Bidders.

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Only those entities successfully meeting all the pre-qualification criteria (Transmittal No. 3) will be invited to submit bids for the work.

**ENVIRONMENTAL ASSESSMENT:**

The proposed action is the adoption of a Resolution for Prequalification of Bidders for construction of the Project. The Project, formerly identified as the Fries Avenue Grade Separation Project (ADP No. 060213-009), was previously assessed and found to be statutorily exempt under the requirements of the California Environmental Quality Act (CEQA) under Article II Section 2 (i) of the Los Angeles City CEQA Guidelines.

**FINANCIAL IMPACT:**

Costs and/or Revenue Impact: There are no financial impacts associated with prequalifying bidders. In a future Board action, staff will present to the Board the results of this prequalification along with the recommended bidder to construct the Project. It is contemplated that the development of this project will have an estimated construction cost of \$68 million with ongoing operating and maintenance costs of \$324,500 annually.

**ECONOMIC BENEFITS:**

There is no economic benefit as a result of this action.

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**CITY ATTORNEY:**

The Office of the City Attorney has received and approved the Resolution for Prequalifications of Bidders, Notice Inviting Contractors to Prequalify, and Prequalification Instructions and Information as to form and legality.

**TRANSMITTALS:**

1. Resolution for Prequalification of Bidders
2. Notice Inviting Contractors to Prequalify
3. Prequalification Instructions and Information
4. Aerial Site Map

FIS Approval: MC (initials)



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**APPROVED:**



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