

February 18, 1999

To: Board of Directors (Engineering and Operations Committee--Action)

From: General Manager _____

Submitted by: Gary M. Snyder
Chief Engineer _____

Subject: Authorization to Enter into an Agreement with the City of Highland for
Public Road Improvements in Areas Impacted by Inland Feeder Construction

Reference: Appropriation No. 15122

RECOMMENDATION(S)

It is recommended that the General Manager be authorized to execute an agreement with the City of Highland substantially on terms outlined in this letter to perform road improvements in areas impacted by construction of the Highland Pipeline segment of the Inland Feeder and in form approved by General Counsel.

EXECUTIVE SUMMARY

The alignment for the Highland Pipeline portion of the Inland Feeder Project was originally planned to tunnel under public streets within the City of Highland (City) in order to minimize traffic impacts and public inconvenience. However, during the design process, Metropolitan determined that the existing geotechnical conditions were not conducive to tunneling and would result in difficult and costly tunnel construction. As a result, Metropolitan negotiated with the City to obtain approval to perform open-cut construction through city streets. The resulting agreement with the City calls for Metropolitan to perform various public road improvements, to mitigate the inconvenience experienced by the public, in conjunction with the issuance of the required encroachment permits and closure of city streets. The costs associated with the road improvements are estimated at approximately \$1.7 million. This cost, when added to the cost of the proposed open cut construction, represents a cost savings to Metropolitan compared to the cost of tunneling. Approval of this recommendation would authorize the General Manager to execute an agreement with the City to perform road improvements in areas impacted by construction of the Highland Pipeline segment of the Inland Feeder Project. The cost of the road improvements will be part of the Highland Pipeline construction contract which will come to the Board for approval in the future. Funds for the road improvement costs are included in the Project budget and within the available appropriation. The Inland Feeder Project estimate remains unchanged at \$1,188,000,000.

JUSTIFICATION

Construction of the Highland Pipeline using open-trench construction in the City as opposed to tunneling will result in a cost savings, reduced construction time, and avoidance of difficult geological conditions.

ALTERNATIVE(S) TO PROPOSED ACTION

Metropolitan could choose not enter into an agreement with the City and construct the Highland Pipeline using tunneling methods under city streets. This, however, would increase construction costs, delay completion of construction, and increase safety concerns.

ACTIONS AND MILESTONES

- March 1999 - Execute agreement with City of Highland
- Late 1999 - Begin construction of Highland Pipeline

CEQA COMPLIANCE / ENVIRONMENTAL DOCUMENTATION

In February 1993, your Board certified the Final Environmental Impact Report for the Inland Feeder Program. This action satisfies the provisions of CEQA, and no additional environmental documentation is necessary for the construction of the Inland Feeder Project within the City. The City of Highland, as lead agency for the road and drainage improvements, is responsible for the CEQA documentation under the proposed agreement, and will obtain all environmental permits prior to construction of these facilities.

DETAILED REPORT

The proposed alignment for the Highland Pipeline segment of the Inland Feeder Project stretches approximately six miles from a point just east of Highway 330 to the northern edge of the Santa Ana River Wash in the City of Highland (City). In the City, the pipeline crosses several streets which are heavily traveled. To minimize traffic impacts and avoid inconveniences to the public, it was initially planned to tunnel beneath these streets. However, subsequent geotechnical investigations discovered that tunneling methods would be extremely difficult due to the presence of large boulders, and that poor soil conditions would increase the potential for settlement of streets. Metropolitan entered into discussions with the City regarding open-trench construction within the City owned rights-of-way.

After lengthy negotiations with the City, Metropolitan has agreed to perform various road improvements, including street widening on Baseline and Boulder Avenues and storm drain installations along Boulder and Eucalyptus Avenues in areas impacted by construction of the pipeline, mitigating the inconvenience experienced by the community during the construction period. The estimated costs for these improvements, including engineering review and approval by the City, is approximately \$1.7 million. The cost of these improvements represents a cost savings to Metropolitan when compared to the alternative tunneling construction. Furthermore,

by utilizing open-trench construction, decreased construction time and increased safety features can be realized.

The street improvements consist of public improvements on Base Line and Boulder Avenue and a master-planned storm drain within Eucalyptus and Boulder Avenues. Specifically, on Base Line, the public improvements include widening the existing asphalt street three additional feet on each side for a distance of 2,000 feet; concrete sidewalk, curb and gutter; street light installation; and 48" storm drains and catch basins. On Boulder Avenue, the improvements include widening the existing street 38 feet for approximately 3,000 feet; concrete sidewalk, curb and gutter; and installation of two traffic signals at Webster Avenue and Fifth Street. The master-planned storm drain associated with street improvements includes approximately 2,400 linear feet of 60" main line reinforced concrete pipe; 600 linear feet of storm drain lateral from the Webster/Eucalyptus intersection to the main line in Boulder Avenue; and construction of associated catch basins and street restoration.

Funds for the road improvements are included in the Project budget and are within the available appropriation. The Inland Feeder Project estimate remains unchanged at \$1,188,000,000.

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