



AGENDA REPORT

Meeting Date: September 10, 2013

Item Number: F-9

To: Honorable Mayor & City Council

From: Mark Cuneo, City Engineer

Subject: PERMIT APPLICATION FOR GEOTECHNICAL EXPLORATION ASSOCIATED WITH THE METRO WESTSIDE SUBWAY EXTENSION PROJECT

Attachments:

1. Tieback Locations
2. Boring Plan for Tieback 9
3. Traffic Control Plan
4. Letter from Los Angeles County – Office of the County Counsel

RECOMMENDATION

Staff recommends the City Council authorize staff to issue permits to Diaz Yourman & Associates for a geotechnical exploration associated with the Westside Subway Extension Project to locate existing underground tieback anchors in the public right-of-way adjacent to 8536 Wilshire Boulevard.

INTRODUCTION

The work to be authorized by the permit includes temporary traffic control, drilling of five borings, a geophysical survey and pavement repair. The work will require the closure of the left turn lane and the westbound number one lane (farthest from curb) on Wilshire Boulevard from La Cienega Boulevard to Stanley Drive. Staff recommends imposing specific conditions to minimize the impact of the work on adjacent residences and businesses. The conditions include limiting the work to certain days of the week and times of the day and maximizing the available travel lanes through the work zone. The Permit request provides that traffic control and all work on Wilshire Boulevard would be limited to Monday – Friday from 10 AM to 3 PM and Sunday from 9 AM to 6 PM. The request for Sunday work hours is a result of the limited weekday work hours allowed on Wilshire Boulevard to accommodate morning and afternoon traffic and is fairly typical for work in the public right-of-way along Wilshire Boulevard. The duration of work is anticipated to be ten working days.

DISCUSSION

Diaz Yourman & Associates, on behalf of Metro, submitted a permit application for a geotechnical exploration in the public right-of-way adjacent to 8536 Wilshire Boulevard. The purpose of the proposed reconnaissance work is to establish the exact location of existing underground tieback anchors. Tieback anchors are steel rods encased in concrete that extend from private property under the adjacent streets. They were permitted and installed during excavation for the construction of the adjacent building basement. The approximate location of the nineteen existing tieback anchors is shown on Attachment 1.

In order to determine the exact location of the existing tieback anchors and potential impacts to subway construction, a geotechnical exploration is proposed. The scope of work associated with this permit application includes temporary traffic control, a geophysical survey for potential utility conflicts, drilling of five borings approximately 60 feet deep, installation of a 3-inch diameter PVC casing, performing a downhole geotechnical survey and abandonment/pavement repair. The location of the proposed borings is shown on Attachment 2. Work under this permit will require the closure of the left turn lane and the westbound number one lane from La Cienega Boulevard to Stanley Drive. The proposed traffic control plan is shown on Attachment 3. Street parking on the westbound side of Wilshire Boulevard between Le Doux Road and Stanley Drive will be restricted in order to maintain two lanes of westbound traffic. Staff does not anticipate excessive noise from the proposed work.

Staff has reviewed the permit application for potential impacts to adjacent residences and businesses including traffic impacts, noise and service disruptions. Staff recommends conditional approval of the permit application. The conditions for approval of the permit include:

- Traffic control and all work on Wilshire Boulevard will be limited to Monday – Friday from 10 AM to 3 PM and Sunday from 9 AM to 6 PM.
- Two travel lanes in each direction will be maintained at all times.
- Repair/restoration of the street in accordance with City Standards.
- Seven day advanced notification to adjacent residents and business owners prior to beginning work.
- Posting of “No Parking” signs 72 hours prior to work activity.

If authorized, staff will issue all necessary permits upon the payment of all associated permit fees. Metro has indicated that depending on the results of this investigation, additional permit applications may be submitted to locate additional tieback anchors.

FISCAL IMPACT

The estimated fees associated with this permit, including staff time for plan review and inspection, are \$13,600.


Don Rhoads

Approved By

David Lightner


Approved By

Attachment 1

ATTACHMENT 1



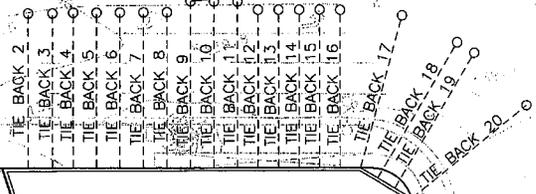
See Figure 2 for Boring Plan Detail

WILSHIRE BOULEVARD

○=Anchor Plate

Elevations are translated from shoring plan datum to Westside Project datum.

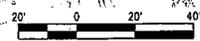
Calculated 12"x12" Anchorage Plate			
Tie Back #	Northing	Easting	Elevation
2	1846461.15'	6447266.86'	87.99'
3	1846458.74'	6447274.84'	87.99'
4	1846456.92'	6447281.74'	87.99'
5	1846454.61'	6447289.41'	87.99'
6	1846452.29'	6447297.09'	87.99'
7	1846449.97'	6447304.76'	87.99'
8	1846447.66'	6447312.43'	87.99'
9	1846448.81'	6447321.15'	85.30'
10	1846446.50'	6447328.83'	85.30'
11	1846444.18'	6447336.50'	85.30'
12	1846439.55'	6447342.43'	86.57'
13	1846437.52'	6447349.14'	86.57'
14	1846435.50'	6447355.86'	86.57'
15	1846433.47'	6447362.57'	86.57'
16	1846431.44'	6447369.29'	86.57'
17	1846423.51'	6447388.95'	86.57'
18	1846409.35'	6447404.45'	86.57'
19	1846404.32'	6447409.03'	86.57'
20	1846382.30'	6447421.11'	86.84'



8536 WILSHIRE BOULEVARD
BEVERLY HILLS, CA.

CHARLEVILLE BOULEVARD

SOUTH LE DOUX ROAD



REV	DATE	BY	APP	REC NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
C. ANDERSON
DRAWN BY
H. GUARDADO
CHECKED BY
L. CARLSON
IN CHARGE
S. WAGNER
DATE
05/29/2013



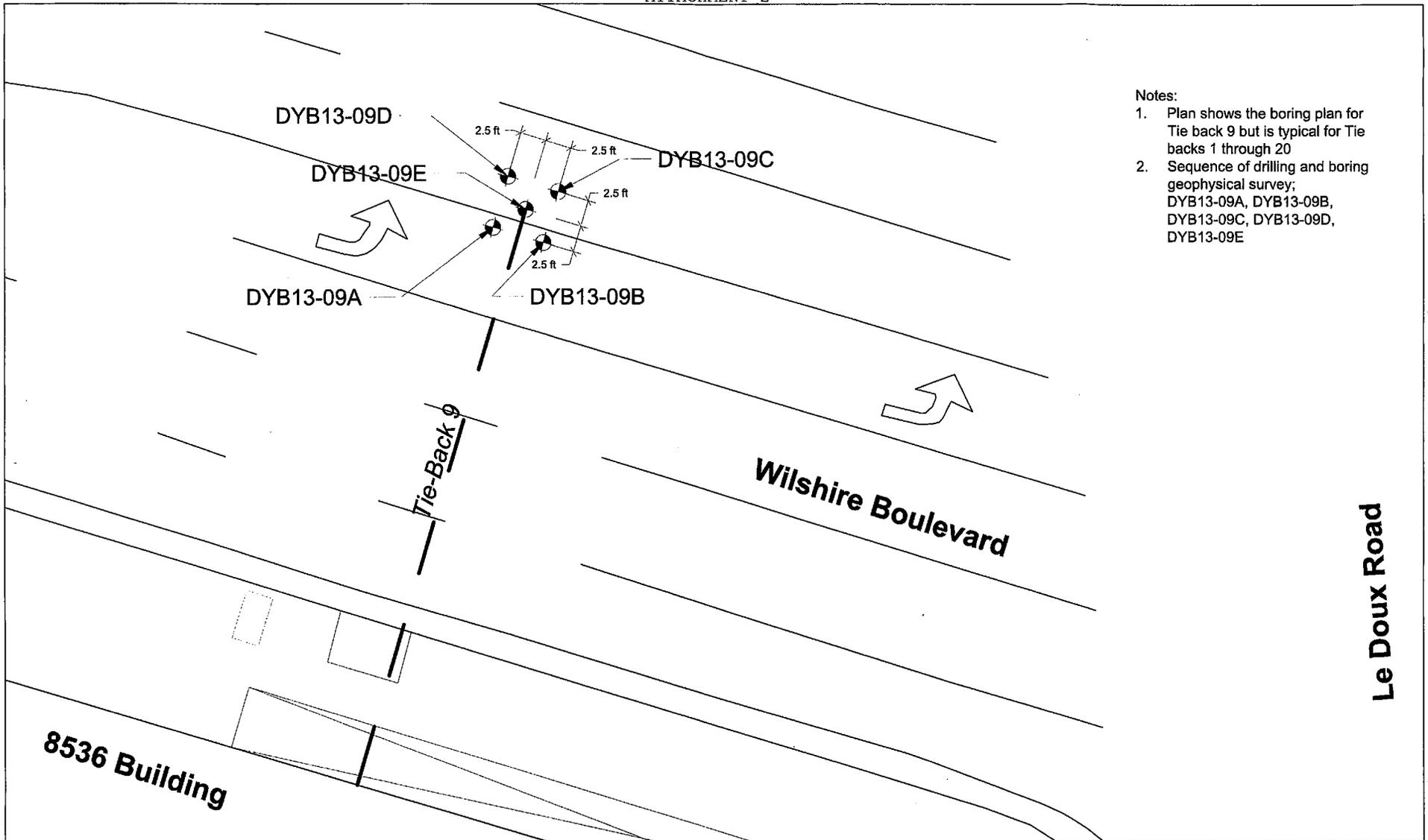
LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

Figure 1 - Tie Back Locations

WESTSIDE SUBWAY EXTENSION
8536 WILSHIRE BOULEVARD
TIE BACK SURVEY

CONTRACT NO	
DRAWING NO	REV 0
SCALE	1" = 20'
SHEET NO	

Attachment 2



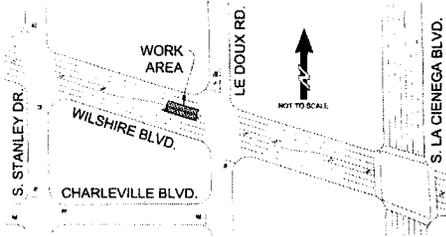
Notes:

1. Plan shows the boring plan for Tie back 9 but is typical for Tie backs 1 through 20
2. Sequence of drilling and boring geophysical survey; DYB13-09A, DYB13-09B, DYB13-09C, DYB13-09D, DYB13-09E

Metro										LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY		CONTRACT NO. WESTSIDE SUBWAY EXTENSION		
Parsons Brinckerhoff										Figure 2 - Boring Plan for Tie Back 9		DRAWING NO. REV 0		
www.pbr.com										DATE: 05/29/2013		SCALE: SHEET NO.		
REV	DATE	BY	APP	REQ NO	ISSUED	SEAL HOLDER	DESCRIPTION	DESIGNED BY	DRAWN BY	CHECKED BY	IN CHARGE			

Attachment 3

VICINITY MAP



GENERAL NOTES FOR TRAFFIC CONTROL

1. All traffic control work for construction shall conform to the latest edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD), State of California Department of Transportation (CalTrans) Standard Specifications and Standard Plans, Work Area Traffic Control Handbook (WATCH), and all Occupational Safety and Health Administration (O.S.H.A.) requirements as applicable.
2. The Contractor shall comply with the requirements of the Americans with Disabilities Act (ADA) Accessibility Guidelines and with the California Accessibility Guidelines as related to pedestrian access and shall maintain pedestrian access at all times per ADA requirements. Sidewalk closure/detour shall comply with the CA-MUTCD.
3. The City of Beverly Hills reserves the right to observe these traffic control plans in use and to make any necessary changes as field conditions warrant. Any changes shall supersede these plans and be done per the CA-MUTCD with the approval of the City Engineer. Revised traffic control plans may be required by the City of Beverly Hills. Exact location of all equipment and traffic control devices shall be determined by the City Inspector.
4. All private driveways and side streets shall be kept open at all times except when construction takes place directly in front of the driveways / side streets. All open excavations on public streets during the non-working hours shall be back-filled or steel-plated (anti-skid plates) for traffic to the satisfaction of the City Engineer.
5. All traffic control devices shall be removed from the street when not in use or upon completion of daily construction, and the permanent traffic control devices shall be restored by the Contractor at the end of each work day.
6. It is the responsibility of the Contractor performing work on a public street to install and maintain control devices as shown hereon, as well as any such additional devices as may be required to ensure the safe movement of traffic and pedestrians through or around the work area.
7. All traffic lanes shall have a minimum of five (5) feet clearance from open excavations and a minimum of two (2) feet from vertical obstructions. Maintain minimum one lane of traffic in each direction during working hours.
8. Prohibit left turns when in conflict with construction and when left turn visibility is restricted by construction.
9. All signs shall conform to the current CA-MUTCD and the United States Department of Transportation Book of Standard Highway Signs and Markings. All new signs shall be the standard size as shown in the Standard Highway Signs. Unless shown otherwise on the plans, no signs shall overlap. All tubular delineators shall be 36" minimum height and cones shall be 28" minimum height and shall include a 6" and 4" high intensity reflectorized sleeves.
10. A Cone Zone Inc. has no control over, nor responsibility for, Traffic Control Plan implementation by others and/or inspection performed by others. Users agree to indemnify A Cone Zone, Inc. for claims made regarding failure to install, maintain or remove controls or devices per approved Traffic Control Plans.

BORINGS FOR TIE BACK 9

WILSHIRE BLVD.

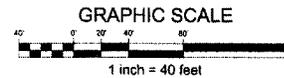
(SPEED LIMIT: 25 MPH)

MAX. CHANNELIZER SPACING: 25'

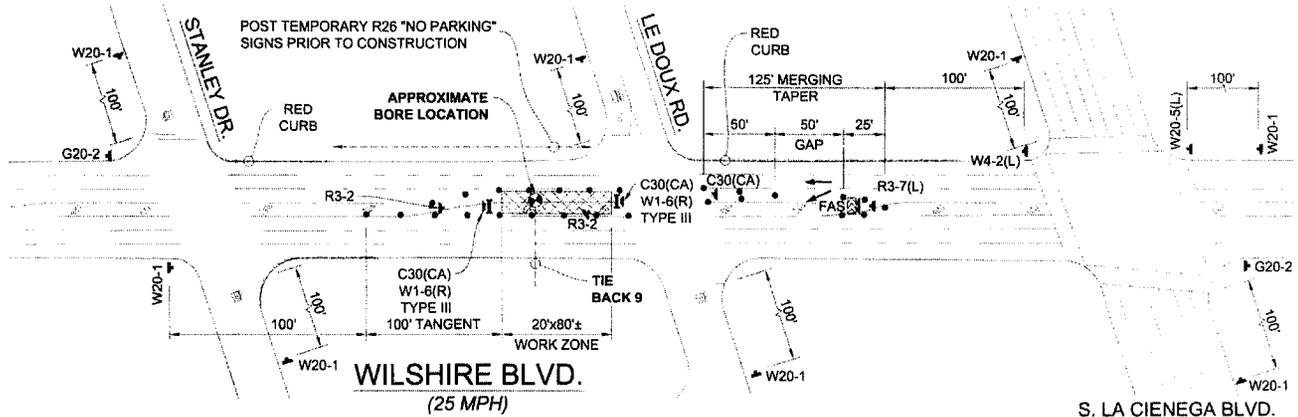
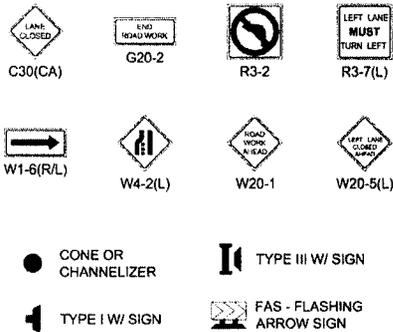
STREET WORK:

9:00AM TO 4:00PM

(EAST OF DOHENY DRIVE)



NOTE:
PLAN SHOWS BORING
PLAN/TRAFFIC CONTROL FOR
TIE BACK 9 BUT IS TYPICAL FOR
TIE BACKS 1 THRU 20.



Drawn By: A CONE ZONE, INC. 120 North Joy Street Corona, CA. 92705 (951) 734-9535 License #851996	Contractor: DIAZ YOURMAN & ASSOCIATES 1616 E. 17th Santa Ana, CA. 92705 (714) 245-2920 License #C51514			REVISIONS				CITY OF BEVERLY HILLS ENGINEERING DEPARTMENT				Traffic Control:		P.O. No.
				SUBMITTED BY:	DATE:	CHECKED BY:	DATE:	APPROVED BY:	DATE:	ENGINEER:	DATE:	BORINGS FOR TIE BACK 9 MTA WESTSIDE EXTENSION TRANSIT CORRIDOR EXTENSION PROJECT 27949	PROJECT No.	SHEET 1 of 1

Attachment 4



COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

TRANSPORTATION DIVISION
ONE GATEWAY PLAZA
LOS ANGELES, CALIFORNIA 90012-2952

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JOHN F. KRATTLI
County Counsel

August 30, 2013

Laurence S. Wiener
City Attorney
City of Beverly Hills
455 N. Rexford Drive
Beverly Hills, California 90210

**Re: Metro Purple Line Extension Project - Geophysical
Exploration in Wilshire Blvd. near La Cienega**

Dear Mr. Wiener:

We are concerned that that a permit application submitted by the Los Angeles County Metropolitan Transportation Authority ("Metro") on June 19, 2013 to drill five exploratory bore holes on Wilshire Boulevard has been sent by City of Beverly Hills staff to your City Council for its consideration and action on September 10, 2013. It's our understanding that these types of permits are routinely approved by City staff in the ordinary course of business, without City Council involvement.

The geophysical exploration that Metro seeks to perform is needed to locate existing tiebacks that were installed during construction of an office building at 8536 Wilshire Blvd. These tiebacks extend into the street at various locations adjacent to the office building and could potentially interfere with Metro's tunnel construction for the Purple Line Extension, Segment 1. Metro submitted a traffic control plan to the City which confirms that two traffic lanes will be maintained on Wilshire Blvd. in each direction at all times during this work. Of course, the street will be fully restored when the geophysical exploration is complete.

Given the routine nature of the work Metro seeks to perform in Wilshire Blvd., we did not anticipate this would require City Council approval. We assume that City transportation/engineering staff have approved permits of this type on many occasions without City Council involvement. Hopefully, Metro is not being singled out for special treatment because of the parties' pending

Laurence S. Wiener
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litigation and professional disagreements regarding seismic risks in the Beverly Hills/Century City area.

Metro's preferred method for coordinating rail construction within a local jurisdiction is to develop a Master Cooperative Agreement ("MCA") that defines the parties' respective roles and responsibilities with regard to the oversight and coordination of construction activities. Through the MCA, Metro reimburses the local jurisdiction for staff time coordinating the construction process. With an MCA, we find that rail construction proceeds in a more efficient and timely manner, which minimizes the impacts of construction on local residents and businesses. Notwithstanding the pending litigation between Metro and the City regarding the tunnel alignment beneath Beverly Hills High School, we remain hopeful that we can finalize an MCA that will facilitate Metro's construction activities and avoid unnecessary delays which could prolong the duration of local impacts.

We trust that Metro will receive fair consideration of its permit application before the City Council on September 10, and look forward to finalizing the terms of an MCA that will simplify the administrative process moving forward.

Very truly yours,

JOHN F. KRATTLI
County Counsel

By 
RONALD W. STAMM
Principal Deputy County Counsel
Transportation Division

RWS