

Construction Cost Comparison of the Two Bridge Designs

Item	Cable-Stayed Construction Budget based on Lowest Bid	Pre-Fabricated Proposed Design and Construction Budget
Additional Design	-	350,000
Construction	12,545,369	8,200,000
Construction Contingency	1,800,000	800,000
City Staff, consultants, permits	1,800,000	1,000,000
Recirculate for CEQA	-	150,000
10% inflation	-	930,000
Total:	\$ 16,145,369	\$ 11,430,000
Existing Funding		
Council District 4	35,633	35,633
LADWP via BOE	220,000	220,000
LA County Supervisorial District 3	333,000	333,000
California Community Foundation	75,000	0*
Caltrans ATP	3,660,000	0**
Private Donor	3,888,603	0***
MICLA Financing	1,000,000	1,000,000
Public Works Trust Fund	6,933,133	6,933,133
Total:	\$ 16,145,369	\$ 8,521,766

Funding Shortfall

(0) (\$2,908,234)

*These were awarded to River LA for its bridge design and may not be available for a different design.

**The Caltrans ATP funds are at high risk of lapsing and are not identified as a funding source because the construction contract must be awarded by September 30, 2017 and this is not likely (see below).

***The donor is not interested in a redesign.

The donor spent nearly \$1M to complete the cable-stayed bridge design. River LA devoted five years of unpaid staff time to complete the design. It is likely that a prefab design would require two piers which would add another \$1.5M in freeboard mitigation.

These funds were either earmarked for cable-stayed design or expire if construction does not begin this year.

If the City is willing to use PWTF \$ for either design, the cable-stayed design is shovel ready and could begin construction this year. The alternative design would need additional funding and potentially two years to obtain entitlements.

Date: 5-22-17

Submitted in PWGR Committee

Council File No: 11-1246-S1

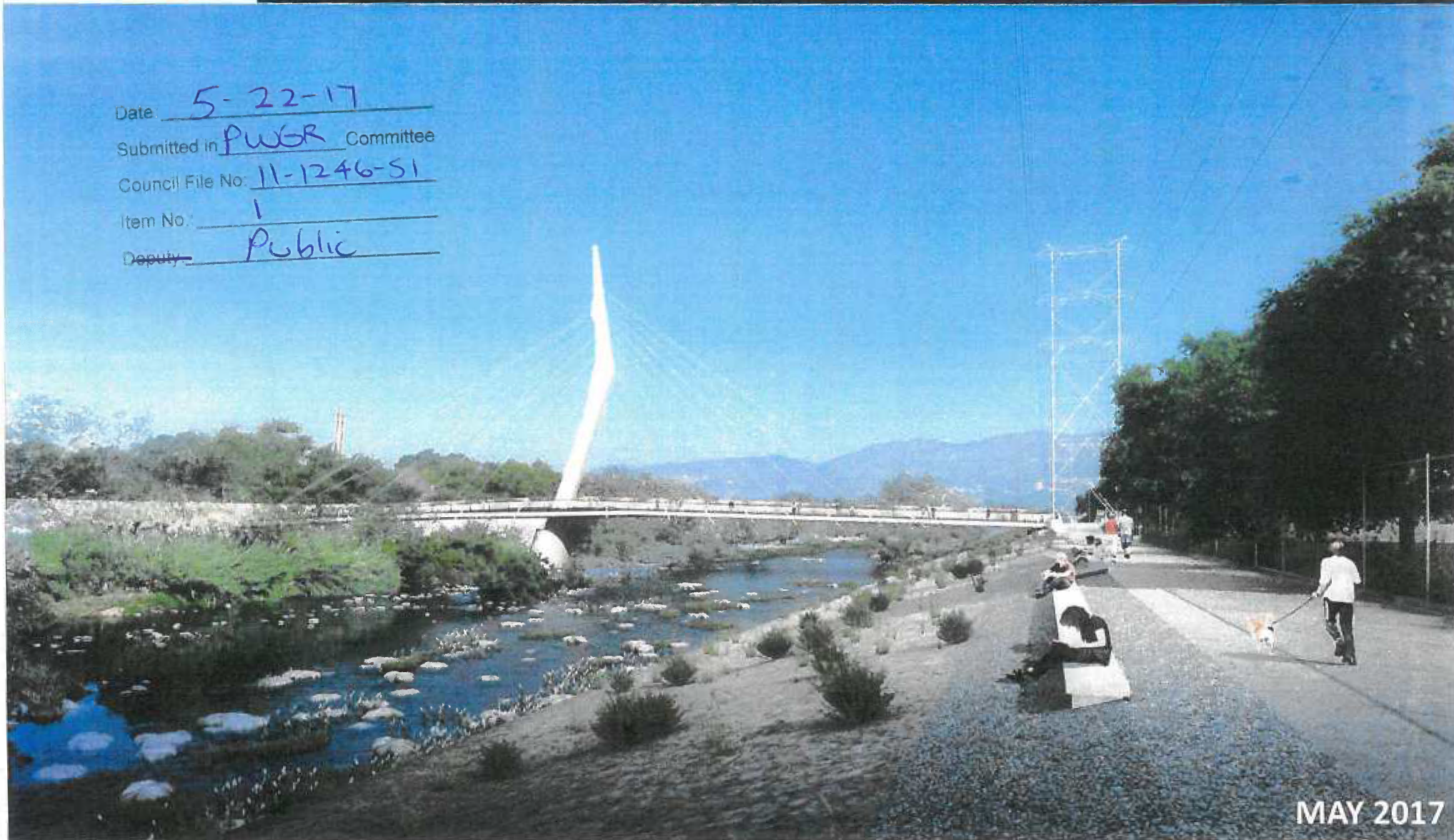
Item No.: 1

Deputy: Public



LA KRETZ CROSSING OVER THE L.A. RIVER

Date: 5-22-17
Submitted in PWR Committee
Council File No: 11-1246-51
Item No.: 1
Deputy: Public



MAY 2017

BACKGROUND



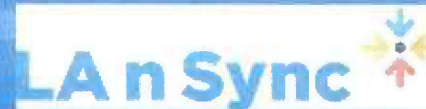
- 1998: LA City Council motion initiated the project
- 2007: City's LA River Plan included it as Project 147
- 2011: \$4.75M anchor donation given by Morton La Kretz
- 2014: \$3.6M grant awarded by Caltrans
- 2016: Project design and permits complete; 5 bids received



COMMUNITY



- Public engagement meetings in 2011 and 2013
- Public CEQA process completed in 2013
- Funds provided by the City (CDs 4, 13, BOE)
- Funds provided by the County (Sup. District 3)
- Funds provided by the State (Caltrans ATP)
- Funds provided by an NGO (CA Community Foundation)
- Support from ...



Mountains Recreation &
Conservation Authority

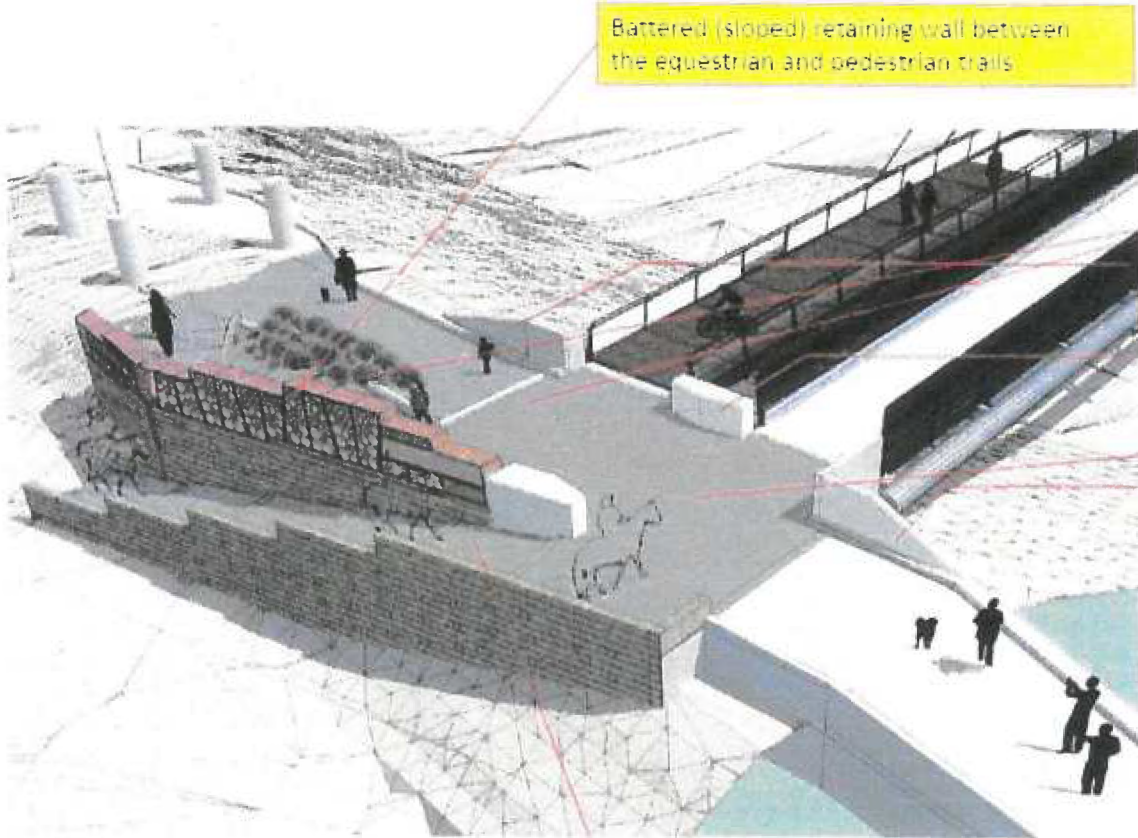




PROJECT FACTS

- Provides access for pedestrians, equestrians, and cyclists
- Safer river crossing than downstream Los Feliz Boulevard
- Safer river crossing than the bottom of the river
- Has a 300 foot span and iconic cable stay design
- Connects communities and to existing L.A. River paths
- Links North Atwater in CD13 to Griffith Park in CD4
- Will facilitate crossings by LAPD Mounted Division



A 3D architectural rendering of a trail intersection. The scene shows a paved area with a sloped retaining wall on the left, a wide greenway path in the center, and a bridge on the right. Several figures of people and horses are placed throughout the scene to show scale and usage. Red lines connect five yellow callout boxes to specific features in the rendering. The boxes contain text describing the design elements: the retaining wall, the pedestrian space, the greenway path, the equestrian ramp, and a general statement about the design's purpose.

Battered (sloped) retaining wall between the equestrian and pedestrian trails

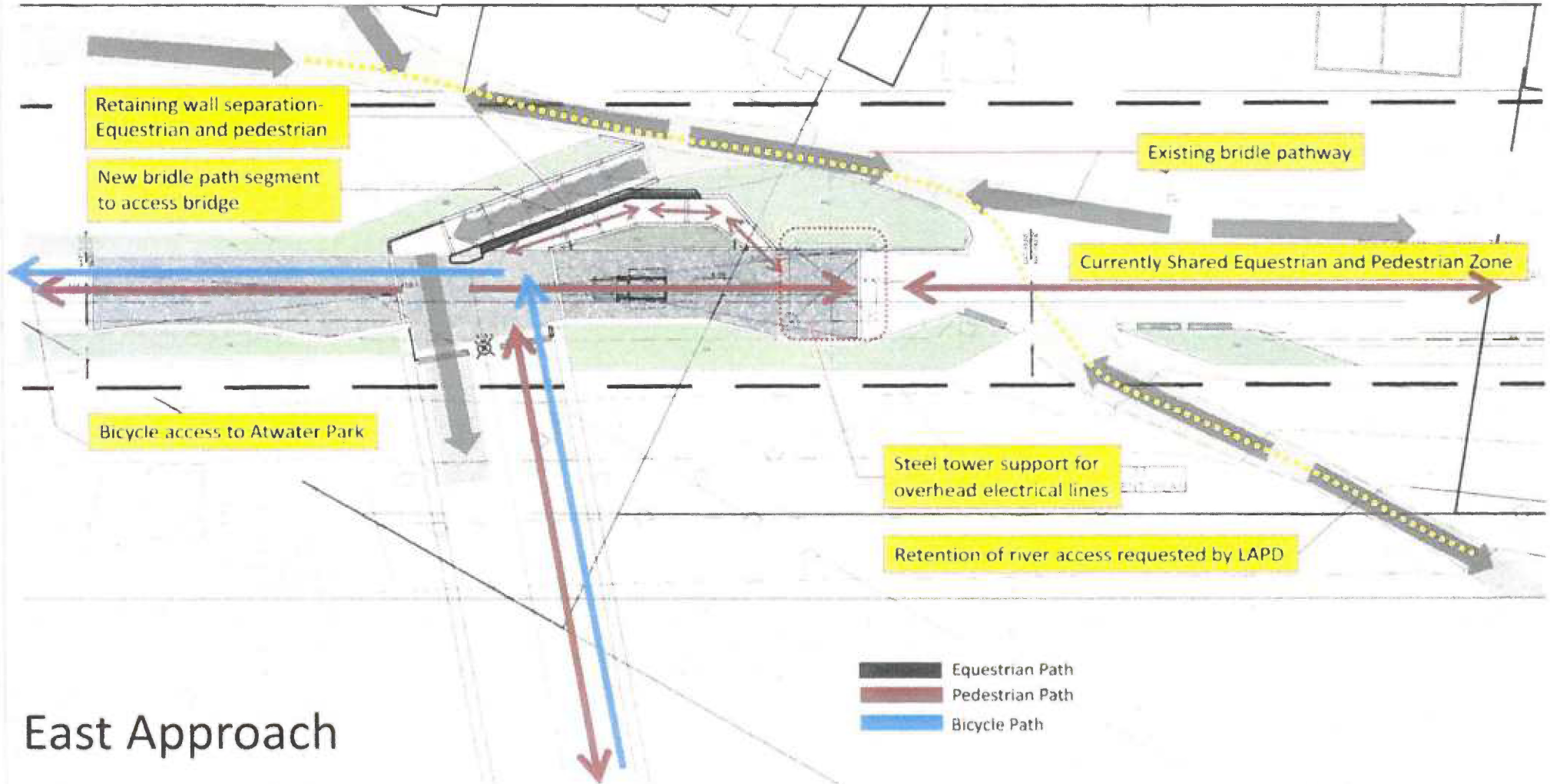
This pedestrian space was designed with many places for refuge or escape. This was done to create options for pedestrian movement away from horses

Horse and rider will cross the 12 foot wide Greenway Trail path

8 foot wide equestrian ramp-transition from existing grade at the bottom of the draw to the new approach grade at the bridge

Thoughtfully designed to accommodate the safe interaction of pedestrians, cyclists, and equestrians.

WORLD-CLASS DESIGN COLLABORATION



East Approach

DESIGN TEAM

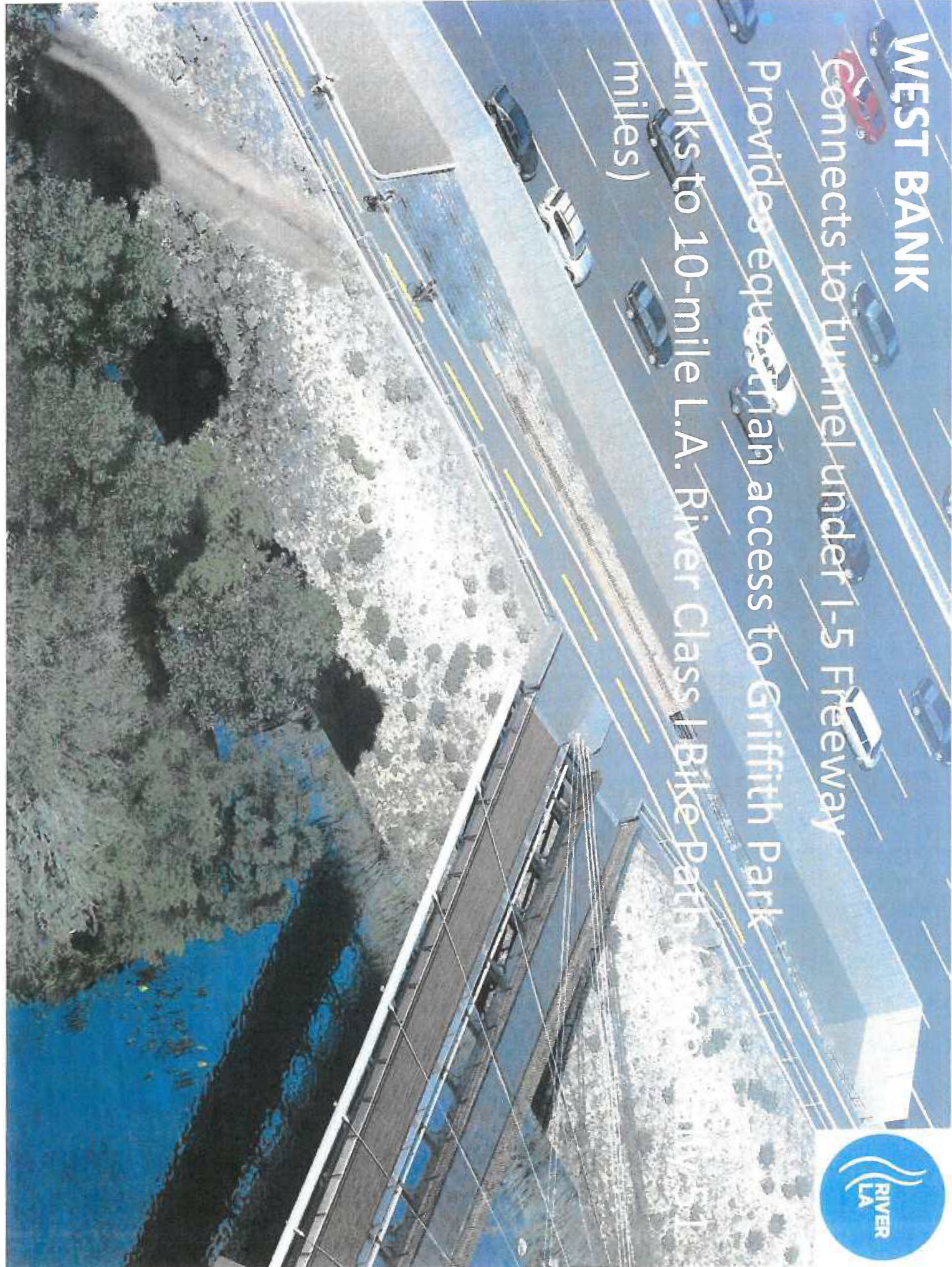
BUROHAPPOLD ENGINEERING • MIA LEHRER + ASSOCIATES • FUSCOE ENGINEERING • GARDINER & THEOBALD • LEIGHTON ENGINEERING • TETRA TECH

WEST BANK

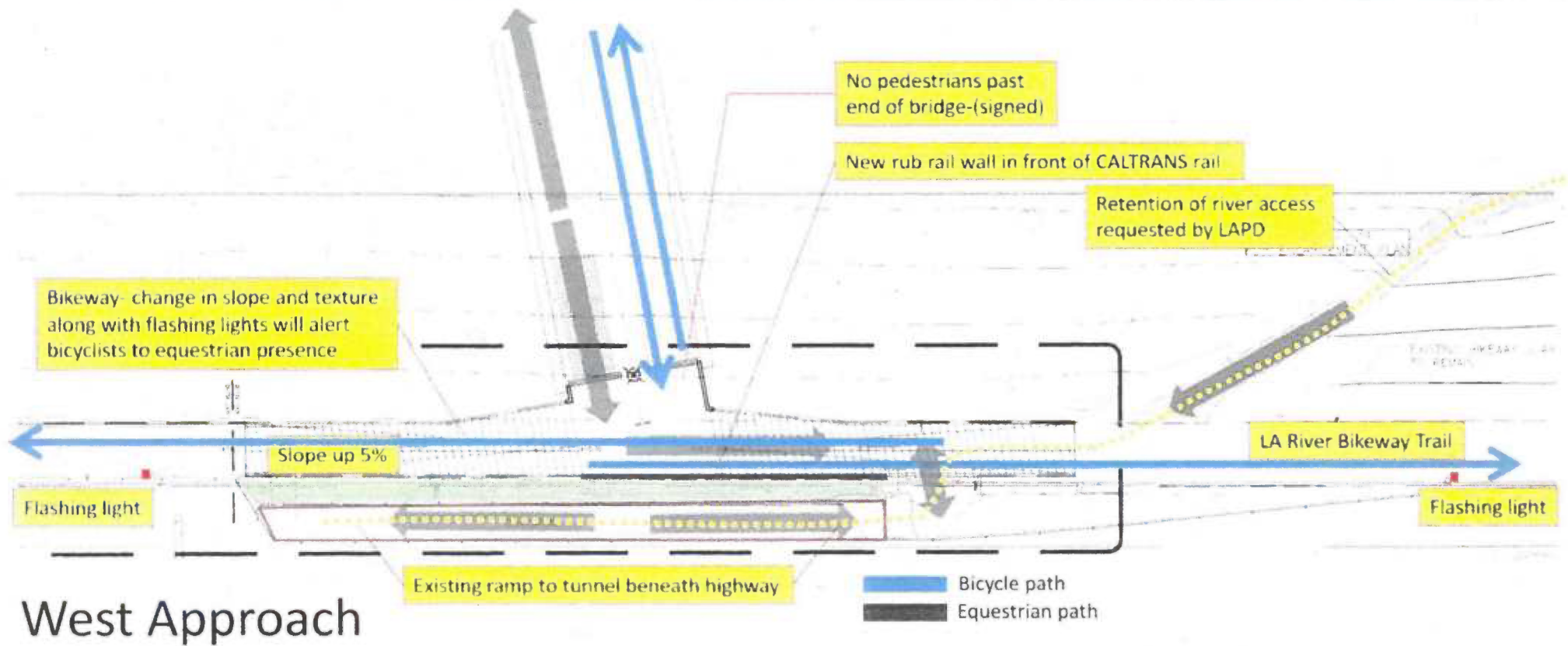
• Connects to tunnel under I-5 Freeway

• Provides equestrian access to Griffith Park

• Links to 10-mile L.A. River Class I Bike Path (10 miles)



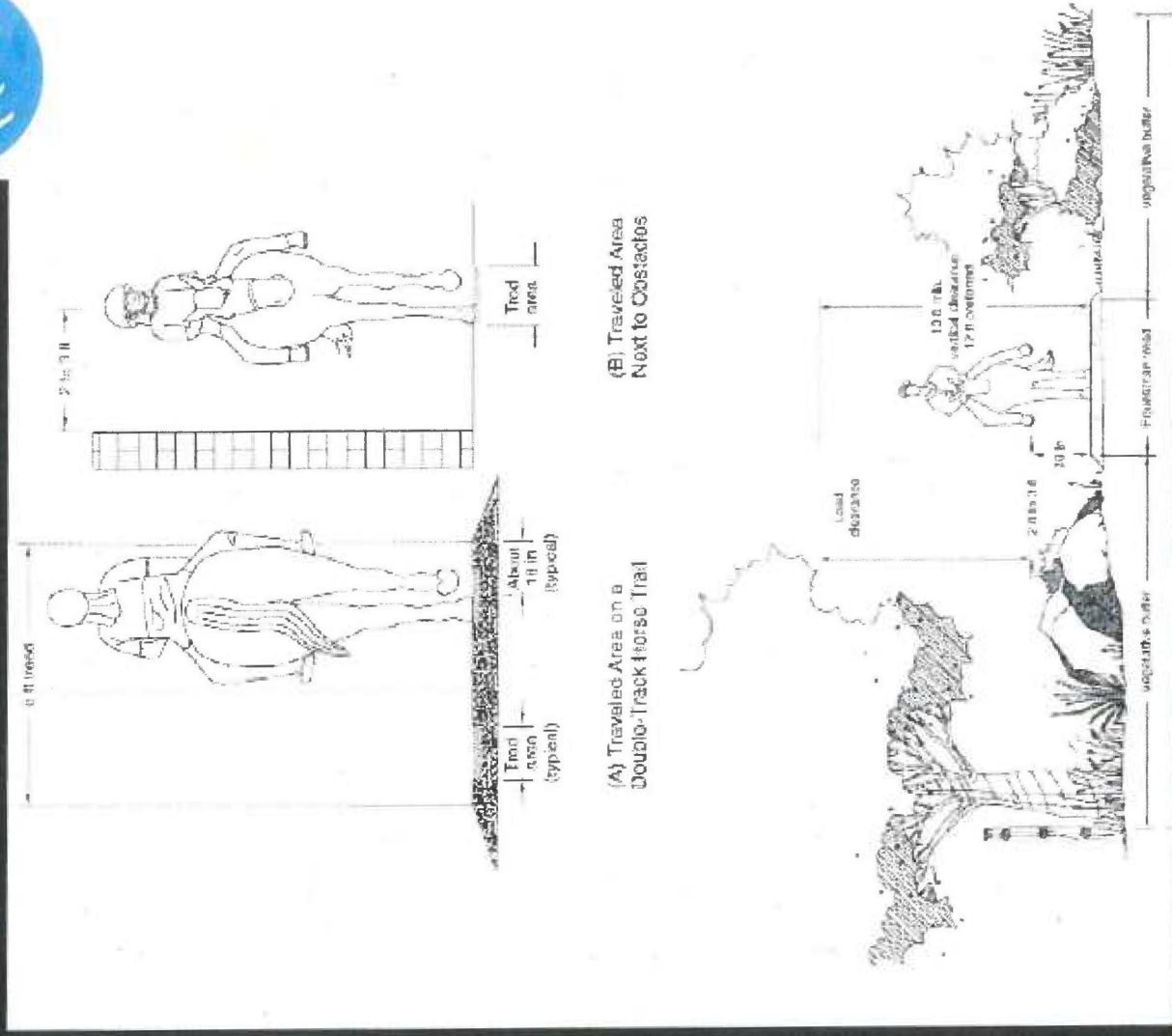
WORLD-CLASS DESIGN COLLABORATION



DESIGN TEAM

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WORLD-CLASS DESIGN COLLABORATION



- Employs latest equestrian and bicyclist design principles

FIRST-OF-ITS-KIND P3 FOR THE L.A. RIVER



Commission "signature" non-motorized bridges that express a design or artistic sensibility and become landmarks for the River. (LARRMP, p. 5-33)

River LA (formerly the LA River Revitalization Corp.) was established by the City to direct public and private financing for River-related and neighborhood revitalization projects. (LARRMP, p. 10-8)

