

6. Project Implementation



The Park to Playa Trail has strong local and political support and a high priority for implementation.



Implementation Steps.

This chapter presents priorities and potential phasing of trail projects and improvements, including implementation steps and requirements associated with each segment or project. These include technical studies such as environmental, geotechnical or circulation; topographic or boundary surveys; permits, and interagency agreements.

The Park to Playa Trail has strong local and political support and generally a high regional priority for implementation. Park to Playa Trail phasing and implementation is complex because the improvements are proposed in several different parks, on streets or highway structures in different jurisdictions, and in one case on private property. Some trail segments and associated amenities are complete and need no improvements except identity and wayfinding elements. Other segments need only minor upgrades. Some segments, such as KHSRA East Ridge Trail are already being carried forward as part of previously-initiated projects. There are segments that need realignment or new construction to meet project objectives and standards. Finally there are segments that will be entirely new trail.

A preliminary scope, budget and schedule for design, environmental review, and permitting of the remaining Park to Playa trail segments has been prepared to inform the implementation plan.

6.1 Implementation Steps

1. Base Information for Design

There are seven basic project steps to construction, preceding from this plan. Implementation will begin with preparation of detailed base mapping and related information for design. Aerial imagery will be obtained to provide high resolution photos and topography in the form of contours and spot elevations, as well as approximate property and easement boundaries. Existing topographical and boundary surveys can be used where available, but some areas will need field surveys to provide accurate information. Field studies will also address environmental resource conditions to inform the environmental review step below.

2. Preliminary Design

The preliminary design will define the precise location, configuration and materials of the trail and the trail amenities. This will be based on designer and agency staff meetings to walk the trail alignment and resolve specific details. This is also the stage at which access rights would need to be negotiated and secured for private property along the route.

3. Environmental Review

Following preparation and agency approval of the preliminary design plans, at a point when no major revisions to the proposed project are anticipated, California Environmental Quality Act (CEQA) environmental documentation can begin, including biological resource assessment, cultural resources assessment, and jurisdictional policies and standards assessment. There would be at least a one month period for public and agency review of the draft environmental document, after which the preparers would

respond to comments, and the responsible agency would review and certify the document as complete. Any environmental impacts of the project would be addressed in mitigation measures identified in the environmental document, and a monitoring plan would specify follow-up responsibilities.

4. Permits and Approvals

A number of permits are required to construct the Trail, based on the anticipated features and environmental setting of various segments. Table 6.1 identifies the relevant permits and permitting agencies. Local agency permit applications may also be required for certain segments of the Trail such as those in the City of Los Angeles or Culver City, but ideally these will be considered joint projects and fees will be waived. In addition to the preliminary plans and the CEQA document, some of these applications will require more detailed studies and design calculations. Some of the permits cannot be obtained until nearly complete construction plans are provided, as described below.

5. Construction Documents

Agency	Permit
United States Army Corp of Engineers (USACE)	Clean Water Act (CWA) Section 404 – for areas of wetlands or water courses that are impacted by the work
California Regional Water Quality Control Board (RWQCB)	Section 401 Water Quality Certification. Stormwater Pollution Prevention Plan (SWPPP) – for all areas of ground graded or disturbed by the project
California Department of Fish and Game (CDFG)	Code Section 1602 Streambed Alteration Agreements (SAA) where the trail crosses streams or significant drainages
California Department of Transportation (Caltrans)	Encroachment permit for work in state highway right-of-way
Los Angeles County Department of Public Works	Encroachment permit for work in County road right-of-way

Final construction plans, specification and cost estimates, along with construction contracts and bid documents, will be prepared to provide the basis for putting the project(s) out to bid. These documents are typically prepared and then reviewed and approved by the responsible agencies at progress stages – e.g. 70%, 95%, and 100%.

6. Bidding and Contract Award

Once the bid documents are advertised, meetings will be held for prospective bidders, to clarify project and bid requirements. Bids will be received, reviewed and a winning responsive bid will be recommended to the sponsoring agency(s) for approval and contract award.

7. Construction and Construction Period Services

Construction can then go forward, subject to the constraints of environmental limits on work during the wet season and seasonal limits regarding locations of sensitive wildlife or plant species. Agency staff will monitor and manage the construction project through completion and final acceptance, with assistance from the designers and environmental consultants.



The Eastern Ridge Line Trail is currently under design and funding has been allocated for trail construction.

6.2 Project Priorities and Phasing

Priorities are preferences for which Trail segment is most desirable or important. **Phases** are logical parts of the project that fit together geographically as a logical combination to comprise a construction project. The Park to Playa priorities and phasing are based on agency recommendations, public preferences and logical relationships between different project segments and elements.

To meet the project objectives, the highest priority Park to Playa Trail improvements are to create new trail linkages between existing trails. The three major gap closure projects are the connection from Ruben Ingold Park to Stocker Corridor, the KHSRA Eastern Ridgeline Trail and the Blair Hills Corridor Trail. Completing these segments will complete the regional network of trails from the Baldwin Hills Parklands to the Pacific Ocean. The second highest priority is to improve existing trails to meet the Park to Playa Trail guidelines. Developing bicycle and pedestrian connections to the trail are longer term improvements that will require further study and funding initiatives. Map 6-1 illustrates proposed Trail improvement priorities.

Actual phasing should be determined during the construction document and permitting phase. There are other unknown factors that could come up during design that may influence the phasing. For example, financial opportunities and constraints, permitting constraints, logistical challenges of building the trail all at once, or other factors, may require the Trail Project to be bid, and/or constructed in different phases.

6.3 Planning-Level Cost Summary

Table 6.2 provides planning-level summary costs for the proposed Park to Playa Trail segments. The cost estimate require numerous assumptions about the methods of construction and associated requirements. The estimate and assumptions reflect the experience of the consultant team with other similar trail projects. Estimates have been prepared for both hard and soft costs for the recommended near-term trail alignment described in this report. Long-term improvements (such as bridges) and improvements carried out by others (such as the Eastern Ridgeline Trail) are not included in the cost opinion.

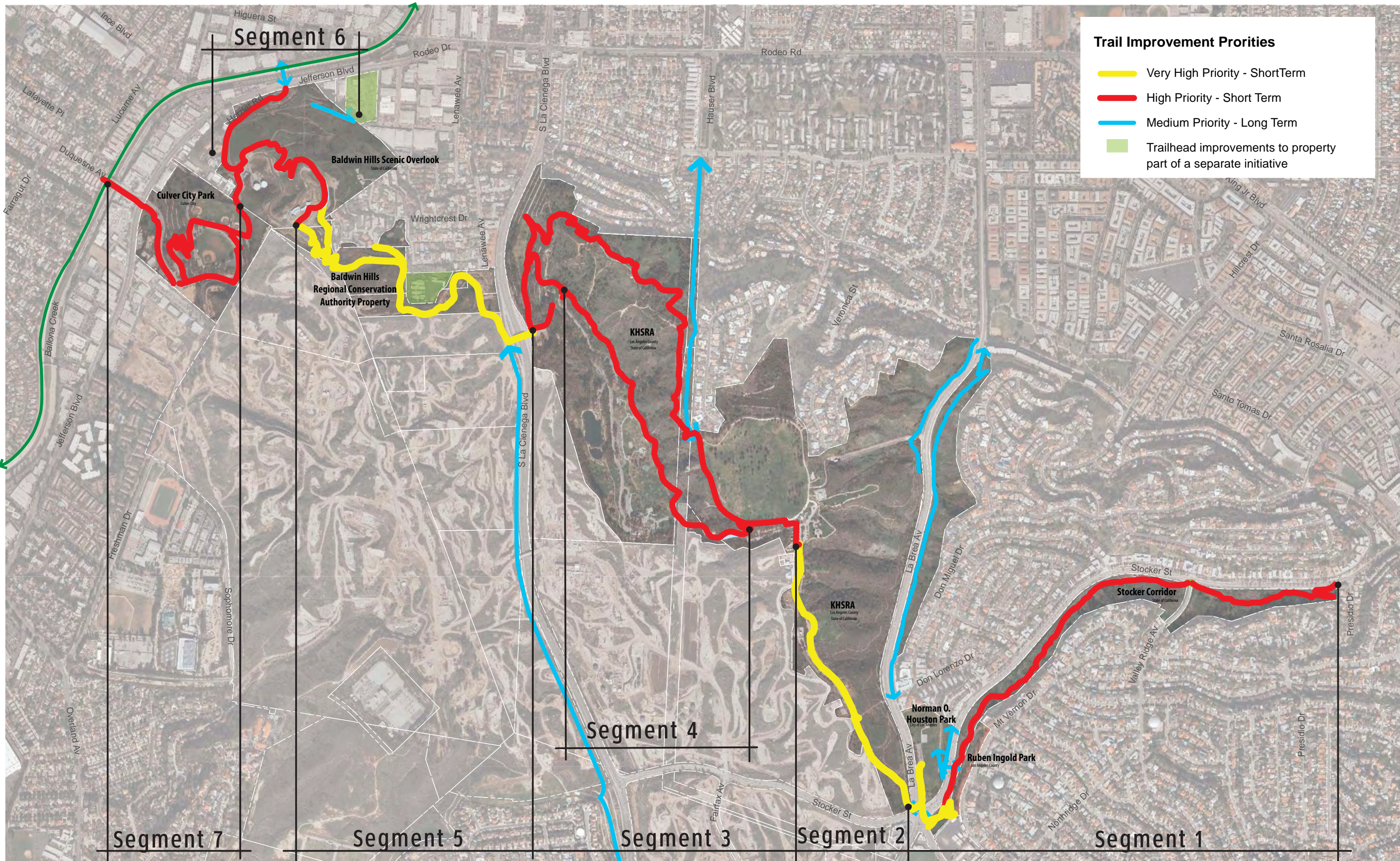
Hard Costs

Hard costs account for the costs to build the recommended trail improvements including:

- Construction costs
- Contingency for unanticipated work items
- Construction overhead (costs the contract typically includes over and above the individual work items, such as mobilization and general conditions)
- Mitigation and monitoring
- A 20% contingency for the level of accuracy of the estimate

Soft Costs

In addition, an allowance has been estimated for soft costs including; design, environmental, permitting and construction administration services. This estimate accounts



Trail Improvement Priorities

- █ Very High Priority - ShortTerm
- █ High Priority - Short Term
- █ Medium Priority - Long Term
- █ Trailhead improvements to property part of a separate initiative

Map 6-1 Park to Playa Trail Improvement Priorities

Source Data: LA County, Bing Maps 11/2/11

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for consultants as well as agency staff.

Soft costs cover a variety of professional services, including:

- Survey
- Preparation of Construction Documents
- Public Participation
- Permitting (Local, State and Federal as required)
- Bid Assistance
- Construction Observation and Contract Administration

Cost Assumptions and Factors

Since these preliminary estimates are based on a feasibility-level understanding of trail components, rather than on a detailed design, they should be considered “Order of Magnitude”. Order of Magnitude is classified as being accurate to within plus 50% or minus 30%. This broad range of potential costs is appropriate given the level of uncertainty in the design at this point in the process.

Several important assumptions used to arrive at these estimates include:

- All costs are in 2011 dollars (no adjustments for inflation)
- Costs do not include property acquisition
- Standard construction methods and materials are used.

If small improvement projects are undertaken separately, the costs may potentially increase significantly from the design, administration and construction cost factors in the estimates. In any case, actual costs for the projects can only be determined following development of more complete and detailed base information and definition of the specific improvements for design, environmental review and permitting, and construction.

Many factors can affect final construction costs, including:

- Final construction phasing
- Revisions to the design as required by local, state and federal permitting agencies
- Additional requirements imposed by property owners as a condition of granting property rights (e.g., fencing, vegetated buffers, etc.)
- Fluctuations in commodity prices during the design and permitting processes
- Selected construction materials
- Type and quantity of amenities (e.g., benches, lighting, bike racks, etc.)
- Extent of landscaping desired

As the project progresses through preliminary, semi-final and final design phases, these uncertainties begin to diminish. With each round of refinement and range of expected construction costs will become more accurately known.



This couple took their first hike in Baldwin Hills Scenic Overlook in October 2011 and are looking forward to a return visit on the Park to Playa Trail.

Near-term segment improvements as described in Chapter 5.		Costs	Low Range	High Range
1	Stocker Corridor trail, gateway and trailhead improvements	Hard Costs	\$848,000	\$1,144,800
		Soft Costs	\$254,000	\$342,900
		Subtotal	\$1,102,000	\$1,487,700
2	KHSRA Eastern Ridge accessess, Five points intersection, Norman O. Houston Park trailhead and Eastern Ridgeline Gateway improvements, connection to existing trails	Hard Costs	\$543,000	\$733,050
		Soft Costs	\$163,000	\$220,050
		Subtotal	\$706,000	\$953,100
3	KHSRA Western Ridgeline improvements and connections to existing trails	Hard Costs	\$631,000	\$851,850
		Soft Costs	\$189,000	\$255,150
		Subtotal	\$820,000	\$1,107,000
4	KHSRA Valley trail improvements	Hard Costs	\$859,000	\$1,159,650
		Soft Costs	\$258,000	\$348,300
		Subtotal	\$1,117,000	\$1,507,950
5	Blair Hills Corridor improvements and KHSRA entrance improvements	Hard Costs	\$727,000	\$981,450
		Soft Costs	\$218,000	\$294,300
		Subtotal	\$945,000	\$1,275,750
6	Baldwin Hills Scenic Overlook improvements	Hard Costs	\$952,000	\$1,285,200
		Soft Costs	\$286,000	\$386,100
		Subtotal	\$1,238,000	\$1,671,300
7	Culver City park. Costs associated with trail improvements are pending further studies to assess trail alignment and feasibility and thrrfore, to be determined (TBD).	Hard Costs	TBD	TBD
		Soft Costs	TBD	TBD
		Subtotal	TBD	TBD
OVERALL		Hard Costs	\$4,560,000	\$6,156,000
		Soft Costs	\$1,368,000	\$1,846,800
		TOTAL	\$5,928,000	\$8,002,800

