

SR 57/60 INTERCHANGE IMPROVEMENT PROJECT UPDATE AND CONTRACT MODIFICATION



Metro

Staff Recommendation

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 1 to Project Identification No. MM500201 with the San Gabriel Valley Council of Governments (SGVCOG) for the SR-57/60 Interchange Improvement Project (Project) in the amount of \$13,344,233.05, increasing the contract value from \$29,525,000 to \$42,869,233.05 construction management services; and
- B. EXECUTE Modification No. 5 to Contract No. AE51890001 with WKE, Inc. for the Project in the amount of \$3,037,366, increasing the contract value from \$29,213,933 to \$32,251,299 for design services during construction and extend the period of performance from December 31, 2026 to December 31, 2029; and
- C. APPROVE a reduction in the retention amount withheld in the Funding Agreement with SGVCOG from 10% to 5% to be consistent with other grantees awarded similar funding amounts and at this stage of construction.

SR 57/60 Interchange Improvements

SGVCOG (Project ID: MM500201)

- Metro Board authorization (February 2019) for utility coordination, right-of-way acquisition, procurement and construction management services.
- \$13,344,233.05 increase for construction contract administration.
- Contributing factors: Escalating labor costs, expanded scope of services, additional reporting requirements, increased coordination for right-of-way acquisitions, litigation, and unforeseen field conditions.

WKE Inc. (Contract No. AE51890001)

- Metro Board authorization (July 2018) for Final Design and later amended to include professional services during the construction bid and construction phase.
- \$3,037,366 increase for design services during construction.
- Contributing factors: Unforeseen field conditions, design refinements, additional drawings especially related to the Diamond Bar Golf Course mitigation, additional submittal reviews and clarifications.

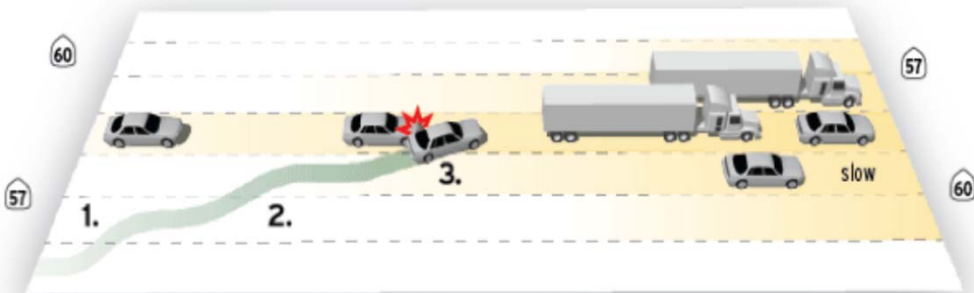
Funding Agreement Retention Change

- Reduce retention amount from 10% to 5%, which is more typical for this stage of construction and is consistent with other Metro-funded highway projects.

SR 57/60 Interchange Improvements

How collisions occur

Motorists trying to cross into the opposite freeway must sweep across several lanes quickly, one reason why the confluence is a hotspot for accidents.



1. Motorists on the 57 and 60 freeways are often traveling at different speeds as they enter into the confluence.

2. A driver may try to transfer lanes quickly before the freeways separate again.

3. This can result in collisions as motorists weave across multiple lanes in the 2-mile stretch.



Equity Platform

- Implementation of the Project will not result in displacement of or other negative impacts on disadvantaged or low-income communities.
- Equity Focus Communities are located within 10 miles to the east, northeast, and west of the Project locations.

Next Steps

- Staff will work with SGVCOG and the Design Contractor to execute the necessary funding agreement amendments approved by this action.
- Staff will continue to work with the various partners (SGVCOG, Caltrans, Federal Highway Administration) and contractors to identify risk and cost containment mitigation measures.