



Board Report

File #: 2019-0690, **File Type:** Contract

Agenda Number: 15.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 16, 2019**

SUBJECT: SR-57/SR-60 INTERCHANGE IMPROVEMENTS

ACTION: AUTHORIZE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 1 to Contract No. AE51890001 for the State Route 57/State Route 60 Interchange Improvements (Project) with WKE, Inc. to provide professional services in the amount of \$3,384,081.72, increasing the total contract value from \$21,771,625 to \$25,155,706.72.

ISSUE

Three project components are being updated which will require additional scope for the Plans, Specifications & Estimates (PS&E) phase. The additional scope will provide benefits to the project including reduced right-of-way (ROW) costs, reduced schedule risk and enhanced operation and safety of the freeway. The additional scope elements include 1) geometric adjustments to the Grand Avenue connectors, 2) hydrologic analysis and consolidation of existing storm drains and 3) preparation of contract bid documents for the Diamond Bar Golf Course as required by mitigation measures under National Environmental Policy Act (NEPA) Section 4(f).

Metro staff developed a statement of services and an independent cost estimate for the additional scope work. The contract modification covers the environmental revalidation studies and PS&E work associated with the additional scope of work.

BACKGROUND

SR-57 and SR-60 are two vital highways that merge and share an alignment for a two-mile segment in the vicinity of the Cities of Diamond Bar and Industry. This shared alignment is the second highest truck involved accident location in Southern California and ranked as the fourth-most congested freight chokepoint in the nation by the American Transportation Institute. Improvements to the SR-57/SR-60 Interchange are needed to improve safety and operational deficiencies at the Grand Avenue Interchange, accommodate expected traffic volumes, eliminate the majority of weaving conflicts in the eastbound direction, improve overall traffic flow and alleviate the bottleneck effect in

this segment.

Environmental clearance for the Project was approved in 2013. In October 2018, Contract No. AE51890001 for PS&E services for the SR-57/SR-60 Interchange Improvement project was awarded to WKE Inc. The Project is included in the Measure M Expenditure Plan.

DISCUSSION

After the contract for PS&E was awarded, the Project team identified design modifications that could reduce ROW cost, schedule risk and future construction cost by eliminating property acquisitions, permanent and temporary easements, consolidating infrastructure work and addressing environmental mitigation measures early in the project development process.

The design of the SR-60 Bypass off-ramp to Grand Avenue is being revised to provide a two-lane off-ramp connector over SR-57 in lieu of the single lane off-ramp under SR-57 originally envisioned. The revised design provides a second lane to eastbound Grand Avenue off-ramp to accommodate high truck volumes and reduce the overall ROW impacts. Within this design the need for acquisition of two parcels and a sliver from a hotel is eliminated. A retaining wall will be put in place to avoid impact to the hotel's parking lot. These design modifications have resulted in substantial reduction in cost of ROW acquisitions and the schedule of the Project.

Consolidation of two existing parallel storm drains into a larger reinforced concrete box (RCB) along the northerly edge of the Diamond Bar Golf Course is also being proposed. The new RCB will be designed in accordance with the Los Angeles County Flood Control District (LACFCD) standards and transferred to LACFCD upon completion. In accordance with the LACFCD Miscellaneous Transfer Drain (MTD) process, LACFCD has required additional hydrological analysis for the entire Diamond Bar Creek watershed tributary to the golf course. The consolidation of the two existing parallel storm drains into one RCB will reduce construction cost in the future.

The Diamond Bar Golf Course abuts the eastern side of the SR-57/SR-60 interchange and will require moderate reconfiguration to accommodate the Project. Los Angeles County Parks and Recreation (LACPR) owns the facility and was initially tasked with leading the reconfiguration of the Golf Course. However, due to LACPR's duration of procurement process for completion of design and construction of the reconfiguration, this work cannot be completed on time to keep the SR-57/SR-60 Interchange Improvement project on schedule. In order to keep the Project on schedule, additional effort is needed under the WKE Inc. contract to prepare a separate construction bid package and environmental clearance/revalidation for the Diamond Bar Golf Course reconfiguration to be completed in an early construction contract.

DETERMINATION OF SAFETY IMPACT

The SR-57/SR-60 Interchange Improvement scope, schedule, and budget will have no impact to the safety of Metro's patrons, employees or the general public.

FINANCIAL IMPACT

For FY20, \$23M has been budgeted in Highway Program Cost Center 4720, SR-57/SR-60

Interchange Improvement Project 475002, Tasks 5.3.100 and 5.4.100, Professional Services Account 50316.

Since this is a multiyear project, the Project Manager, the Cost Center Manager and the Senior Executive Officer of Program Management - Highway Program will continue to be responsible for budgeting costs in future fiscal years.

Impact to Budget

The source of funds for this project is Measure M (17%) Highway Funds and Trade Corridor Enhancement Program (TCEP) funds from SB1. These funds are not eligible for bus and rail operations or non-Highway capital project expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Project is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility at the SR-57/SR-60 interchange.

Goal 4: Transform LA County through regional collaboration by partnering with the San Gabriel Valley Council of Governments (SGVCOG) and Caltrans to identify the needed improvements on State highways and take share responsibility of development and implementation of highway improvement projects.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the proposed Contract Modification. This option is not recommended. Completing the PS&E with identified design modifications is a necessary step in reducing risk and cost for the future construction phase of the Project. Board approval would allow the project to move forward.

NEXT STEPS

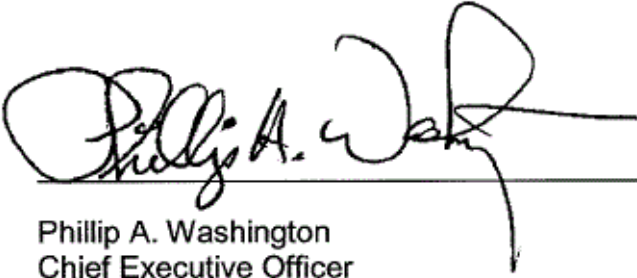
Upon approval by the Board, staff will execute the Contract Modification with WKE, Inc.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification / Change Order Log
Attachment C - DEOD Summary
Attachment D - Project Map

Prepared by: Roberto Machuca, Sr. Director (213) 418-3467
Ernesto Chaves, Deputy Executive Officer, (213) 418-3142
Abdollah Ansari, Sr. Executive Officer (213) 922-4781
Bryan Pennington, Deputy Chief Program Management Officer (213) 922-7449

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Richard F. Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer