Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2020-0943, **File Type:** Contract **Agenda Number:** 18.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 14, 2021

SUBJECT: STATE ROUTE (SR)-57/SR-60 INTERCHANGE IMPROVEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

1. Execute Contract Modification No. 2 to Contract No. AE51890001 in the amount of $3,251,665.74 for the SR-57/SR-60 Interchange Improvements project (Project) with WKE Inc. to provide professional services, increasing the total contract value from $25,155,706.72 to $28,407,372.46;

2. AUTHORIZE programming an additional $91 million in Measure M funds for the Project's Right-of-Way (ROW), mitigation of impacts to the Diamond Bar Golf Course (DBGC) and utility relocation; and

3. AUTHORIZE the CEO or his designee to negotiate and execute all necessary contract documents and agreements to implement the necessary pre-construction components of the Project.

ISSUE

At its December 2, 2020 meeting, the California Transportation Commission (CTC) awarded $217.9 million in Trade Corridor Enhancement Program (TCEP) funds to the Project's construction phase. This award will allow Metro to start construction of the Project in summer 2022. Measure M funds for the construction phase of the Project are not available until Fiscal Year (FY) 2025.

The Project's Design Phase is expected to be completed by November 2021. In order to stay on schedule, programming of additional funds is needed for design and soil testing services to address additional scope required by others, and to advance ROW activities ahead of the construction phase.

A modification to the design services contract is needed to add scope for: 1) services for design support during construction; 2) design of architectural enhancements to retaining walls, soundwalls, Grand Avenue bridge barrier and fencing requested by the City of Diamond Bar; 3) additional soil

testing and pavement rehabilitation work within the Project site required by Caltrans Office of Environmental Engineering (OEE).

BACKGROUND

SR-57 and SR-60 merge for a two-mile reach in the vicinity of the Cities of Diamond Bar and Industry. This location has the second highest truck-involved accidents in Southern California and ranked as the fourth most congested freight chokepoint in the nation by the American Transportation Research Institute in 2019. The proposed improvements to the SR-57/SR-60 Interchange include grade separation of the two roadways to improve safety, reduce accidents, and alleviate operational deficiencies.

The Project was listed in the Measure M Ordinance with anticipated construction start date of FY 2025.

The Project Environmental phase started in September 2009. Residents, agencies, and community-based organizations were engaged in the process. Organizations and agencies that participated in the process and contributed to the development of the environmental document included the City of Industry, City of Diamond Bar, County of Los Angeles Department of Parks and Recreation, County Sanitation District of Los Angeles County, Native American Heritage Commission, California Transportation Commission, South Coast Air Quality Management District, and the San Gabriel Valley Council of Governments.

Environmental document was approved in 2013.

In September 2018, Contract No. AE51890001 for Plans Specifications & Estimate (PS&E) services for the Project was awarded by the Board to WKE Inc.

In 2018, staff was successful in securing a TCEP grant totaling $22 million for design and ROW phases of the project, which mandated acceleration of the project development process to fully utilize the grant funds. Design is now 90% complete.

In December 2020, the Project was awarded $217.9 million in TCEP funds for the construction phase, which requires keeping the Project on schedule to fully utilize those funds. The strong support from local, regional, state, and federal agencies, as well as private sector partners was memorialized in the letters of support submitted in support of the grant application. Major supporters included American Trucking Association; California State Polytechnic University, Pomona; Cities of Claremont, Diamond Bar, Industry, San Dimas, and Walnut; Mobility 21; Port of Long Beach; Southern California Association of Governments; San Gabriel Valley Council of Governments; San Gabriel Valley Economic Partnership; Los Angeles County Supervisors Janice Hahn and Hilda Solis; and California Department of Transportation (Caltrans).

DISCUSSION

The contract modification is needed to:

1. Include design services during construction in the scope of work. These services were not included in the original contract in 2018 because it was not known if construction would start prior to the Measure M FY 2025 anticipated construction date. With the success in securing construction grant funds from TCEP, the schedule can now be accelerated, and Board approval is needed for the inclusion of these professional services.

2. Cover the cost of design for architectural enhancements to the retaining walls, soundwalls, Grand Avenue bridge fencing and a lighted monument sign on Grand Avenue, as well as extended pavement repairs where borings in paved local streets are necessary for soil and groundwater sampling - all requested by the City of Diamond Bar.

3. Cover the cost for a significant amount of additional soil testing and reporting required by Caltrans' OEE to explore risks associated with Recognized Environmental Conditions (REC) within the Project site. The new testing requirements increased the number of test borings to 1,101 - 653 more than the original plan. Some of these borings are within the median of SR-60, which will require additional Traffic Control and closure of the High Occupancy Vehicle Lanes.

The Project's environmental document (approved in 2013) identified the need for acquisition of 9.4 acres from the DBGC, reducing the golf course from 171.3 acres to 161.9 acres, and the demolition of an existing maintenance facility. The Project's Environmental Commitment Record (ECR) included the reconfiguration of the DBGC to maintain 18 holes and not to adversely affect users' experience. A total of $91 million is required to replace the 9.4 acres from the DBGC, mitigation of impacts to the DBGC and utility relocation activities within the Project area.

Board's approval of this request is necessary to ensure successful continuation of work.

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

Programming of $94,251,665.74 for ROW and Modification No. 2 will be as follows: $89,251,665.74 in Measure M funds - $750K in FY21, $51.8M in FY22, $36.7M in FY23; TCEP funds - $5M for ROW in FY22. These cash flow projections are based on assumptions as of February 2021, subject to advancement of Final Design and the overall schedule of the Project.

For FY21, $9.7M has been budgeted in Highway Program Cost Centers 4720 and 0442, in SR-57/SR -60 Interchange Improvement Project 475002. Staff will work within the department's current budget to allocate funds for the ROW work needed during the current Fiscal Year.

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 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 Project's design and ROW activities is necessary to advance the Project and fully utilize the TCEP grant funds. Board approval would allow the Project to move forward.

NEXT STEPS

Upon approval by the Board, staff will execute Contract Modification No. 2 to Contract No. AE51890001 with WKE, Inc. and proceed with ROW, mitigation and utility relocation activities.

ATTACHMENTS

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

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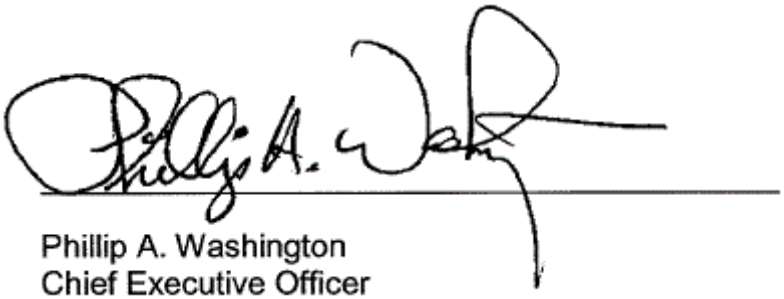


Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

SR-57/SR-60 INTERCHANGE IMPROVEMENTS PS&E

1.	**Contract Number**: AE51890001			
2.	**Contractor**: WKE, Inc.			
3.	**Mod. Work Description**: Design Change to Provide Additional Engineering Design and Support Services During Construction			
4.	**Contract Work Description**: Plans, Specifications & Estimates (PS&E) for SR-57/SR-60 Interchange Improvements.			
5.	**The following data is current as of**: March 9, 2021			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	09/27/2018	**Contract Award Amount:**	$21,771,625.00
	Notice to Proceed (NTP):	10/15/2018	**Total of Modifications Approved:**	$3,384,081.72
	Original Complete Date:	09/30/2021	**Pending Modifications (including this action):**	$3,251,665.74
	Current Est. Complete Date:	12/31/2026	**Current Contract Value (with this action):**	$28,407,372.46
7.	**Contract Administrator**: Mark Marukian		**Telephone Number**: (213) 418-3318	
8.	**Project Manager**: Roberto Machuca		**Telephone Number**: (213) 418-3467	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued in support of the Plans, Specification & Estimates (PS&E) for SR-57/SR-60 Interchange Improvements.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On September 27, 2018, the Board awarded a 36-month, firm fixed price Contract No. AE51890001 to WKE, Inc., for Plans, Specifications and Estimate (PS&E) for SR-57/SR-60 Interchange Improvements in an amount of $21,771,625. On October 16, 2019, the Board

approved Contract Modification No. 1 to WKE, Inc., for Plans, Specifications and Estimate (PS&E) for SR-57/SR-60 Interchange Improvements in an amount of $ 3,384,081.72.

B. Cost

The recommended price has been determined to be fair and reasonable based upon a technical analysis, independent cost estimate (ICE), cost analysis, and fact finding of the work to be performed.

Proposal Amount	Metro ICE	Negotiated Amount
$3,251,665.74	$3,330,000	$3,251,665.74

Refer to Attachment B – Contact Modification / Change Order Log for modifications issued to date.

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

SR-57/SR-60 INTERCHANGE IMPROVEMENTS PS&E

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	A change in the Project Geometry and Design Services for Diamond Bar Golf Course mitigation reconstruction PS&E	Approved	10/16/19	$3,384,081.72
2	Design Change to Provide Additional Engineering Design and Support Services During Construction	Pending	Pending	$3,251,665.74
	Modification Total:			$6,635,747.46
	Original Contract:		09/27/18	$21,771,625.00
	Total:			$28,407,372.46

DEOD SUMMARY

SR-57/SR-60 INTERCHANGE IMPROVEMENTS PS&E
AE51890001

A. Small Business Participation

WKE, Inc. made a 24.25% Small Business Enterprise (SBE) commitment and a 3.03% Disabled Veteran Business Enterprise (DVBE) commitment for this contract. According to payments, the project is 69% complete and WKE, Inc. is exceeding its SBE commitment with 26.09% participation, and is achieving 2.03% in DVBE participation, representing a slight shortfall in DVBE participation of 1%.

WKE, Inc. explained that portions of the scope of work required specialized engineering services which are not offered by the DVBE subconsultant on their team. WKE, Inc. has committed to allocate other work to the DVBE during construction of the project which starts in August 2022 to meet the DVBE goal and remains committed to utilizing all its subconsultants and to meeting its commitments on this contract.

The Project Manager and Contract Administrator will work in conjunction with DEOD to ensure that maximum SBE/DVBE participation is achieved by WKE, Inc. Accordingly, these teams have been provided access to Metro's web-based monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	24.25 SBE 3.03% DVBE	Small Business Participation	26.09% SBE 2.03% DVBE

	SBE Subcontractors	% Committed	% Participation
1.	2R Drilling Inc.	1.31%	2.10%
2.	A Cone Zone, Inc.	0.99%	0.84%
3.	ADVANTEC Consulting Engineers, Inc.	2.17%	2.77%
4.	Arellano Associates, LLC	0.49%	0.26%
5.	DC TRAFFIC CONTROL	0.18%	0.00%
6.	D'Leon Consulting Engineers Corp.	0.23%	0.05%
7.	Earth Mechanics, Inc.	4.62%	5.20%

8.	FRS Environmental, Inc.	0.06%	0.28%
9.	Galvin Preservation Associates Inc.	1.39%	3.62%
10.	Geo-Advantec, Inc.	1.22%	1.25%
11.	Impact Sciences, Inc.	0.18%	0.00%
12.	Kroner Environmental Services, Inc.	1.78%	1.28%
13.	LIN Consulting, Inc.	5.51%	2.40%
14.	Martini Drilling Corp.	0.22%	0.11%
15.	Performance Analytical Laboratories, Inc.	0.69%	0.19%
16.	Safeprobe, Inc.	0.41%	0.23%
17.	Tatsumi and Partners, Inc.	1.37%	1.28%
18.	V & A Inc.	0.16%	0.00%
19.	Wagner Engineering & Survey, Inc.	1.27%	1.68%
20.	CWE	Added	0.36%
21.	Guida Surveying Inc	Added	0.23%
22.	OPTITRANS Engineering, Inc.	Added	0.59%
23.	PacRim Engineering, Inc.	Added	1.38%
	Total	**24.25%**	**26.09%**

	DVBE Subcontractors	**% Committed**	**% Participation**
1.	Brentwood Reprographics	0.88%	0.12%
2.	MA Engineering	2.15%	1.91%
	Total	**3.03%**	**2.03%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

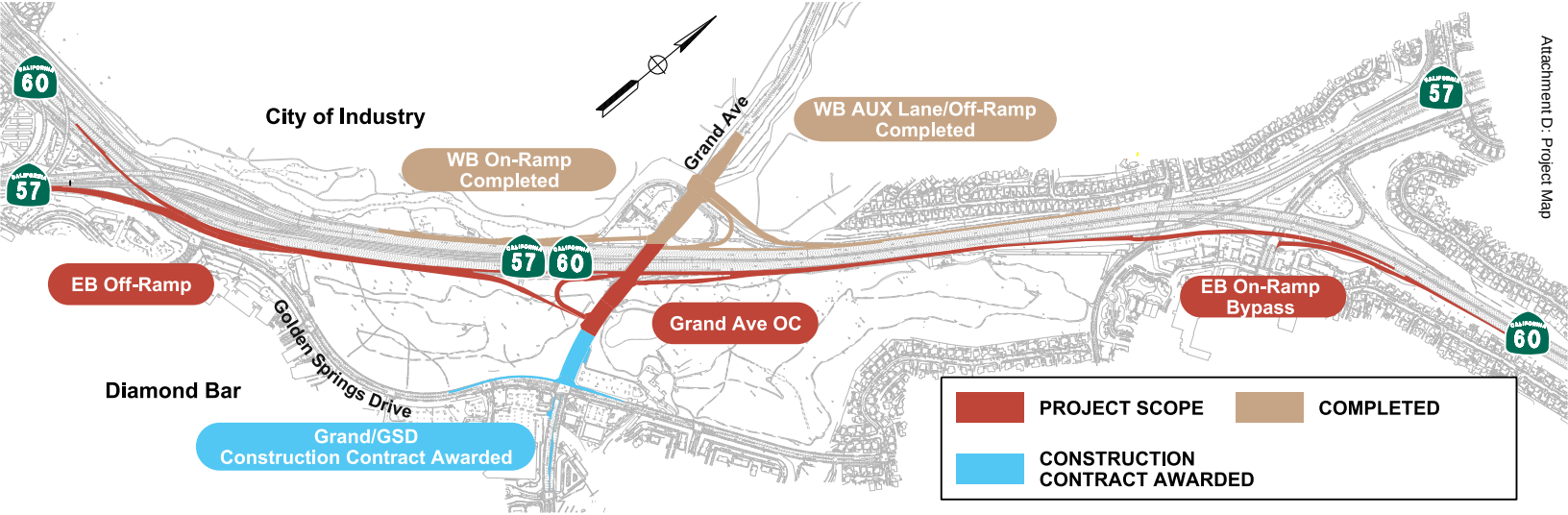
A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of $2.5 million.



Attachment D: Project Map