



December 2, 2019

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Additional Design Services for State Route 55 Improvement Project Between Interstate 405 and Interstate 5

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Overview

On September 11, 2017, the Orange County Transportation Authority Board of Directors authorized an agreement with WKE, Inc., for the preparation of plans, specifications, and estimates for the State Route 55 improvement project between Interstate 405 and Interstate 5. An amendment to the existing agreement is required for additional design services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-7-1719 between the Orange County Transportation Authority and WKE, Inc., in the amount of \$1,219,977, for additional design services for the State Route 55 improvement project between Interstate 405 and Interstate 5. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$18,609,141.

Discussion

The State Route 55 (SR-55) improvement project between Interstate 405 (I-405) and Interstate 5 (I-5) (Project) is part of Project F in the Measure M2 (M2) freeway program. The updated Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2019, identified the Project as one of the M2 freeway projects to be completed by 2026. The Project will add general purpose and high-occupancy vehicle lanes in each direction between I-405 and I-5, and will also add auxiliary lanes between interchanges. The Project is currently in the final design phase.

Amendment to Agreement for Additional Design Services for Page 2 State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Additional Project scope has been identified which requires further design effort. An amendment to the Project design contract is recommended, and the additional design services to be provided include the following:

Right-of-Way (ROW) Design Support

On September 11, 2017, the Board authorized Cooperative Agreement No. C-7-1936 with the California Department of Transportation (Caltrans) to establish ROW roles and responsibilities for both agencies. OCTA is the lead agency implementing ROW activities, which include property appraisals and acquisitions, relocation assistance for displacees, and coordination of utility relocations for the Project. Caltrans is the lead agency for ROW engineering activities, which include preparation of appraisal maps.

To meet the accelerated Project delivery schedule, ROW requirements have to be identified and appraised timely. The design effort includes preparation of exhibits for affected parcels to display areas of acquisition, temporary construction easements (TCE), and utility easements, along with a letter that describes the purpose for the ROW requirements. For all TCEs, a Director's Deed and Plats are prepared for Caltrans' review. Additional coordination and reviews are also required with the Caltrans ROW engineering office assigned to prepare the ROW appraisal maps.

Lane Channel Reconstruction

The existing large Orange County Flood Control District (OCFCD) Lane Channel, along southbound SR-55, in the City of Santa Ana (City), requires reconstruction to accommodate Project improvements. Since the ends of the Lane Channel connect to Caltrans' reinforced concrete boxes (RCBs), extensive coordination between OCFCD and Caltrans was required. To ensure that maintenance access and safety requirements were met for both agencies, the design for the channel and RCBs was modified several times. Each redesign required coordination, review, and approval from the Caltrans structures office and OCFCD.

Utility Coordination and Relocation

During the development of the Project design, it was determined that the freeway widening will impact the existing water pressure reducing station that is owned by the City and located adjacent to the freeway. The water facility serves nearby communities; therefore, it must be relocated as part of the Project. Relocation of the water facility, along with two large encased waterlines (12-inch and 24-inch) under the freeway, requires extensive design effort and coordination with the City.

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The Project utility coordination has determined that several large utility facilities, including the Southern California Gas Company (SCGC) 30-inch gas main and Southern California Edison (SCE) electrical poles and overhead electrical lines within the MacArthur Boulevard and Dyer Road interchanges, can be protected. However, Caltrans requires that a utility encroachment exception be prepared for both facilities. Caltrans' Encroachments and Utilities policy requires that utilities crossing state ROW be encased. Since the SCGC 30-inch gas main does not have an encasement and is an existing condition, the exception will be prepared to allow the gas main to remain in its existing condition. Regarding the SCE facility, Caltrans policy does not allow an electrical facility to be within state ROW longitudinally. Since the SCE facility is extensive and spans two interchanges, the utility encroachment exception will be prepared to avoid significant utility impacts and costly relocations.

Electrical Design

Identified as a traffic mitigation measure in the environmental document, the existing non-signalized intersection at the I-5 northbound on-ramp and Newport Avenue will be converted to a signalized intersection. This mitigation measure was confirmed with Caltrans and the City of Tustin during the design phase, necessitating additional design services for the new signalized intersection.

Currently, the Project design includes relocation of the existing communication system along the four-mile corridor, which does not have fiber optic conduits. Caltrans is requiring fiber optics for its communication network, so fiber optic conduits will be included with the relocation design.

The Project includes widening of the freeway bridge over the Metrolink railroad tracks. The existing bridge structure does not have lighting as trains pass under the bridge. Since the bridge widening will make the bridge structure larger, Metrolink has requested that lighting be placed to meet Metrolink safety requirements.

Environmental Services

As part of the environmental regulations, permit packages are required to clear environmental areas for construction activities. The permit packages consist of developing and gaining approval from the Army Corps of Engineers, the California Department of Fish and Wildlife, and the State Water Resources Control Board. The approvals must be obtained before Caltrans can finalize the design phase and proceed into construction advertisement.

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The Project includes the widening of four freeway bridges, which are common habitat roosting locations for bats. Positive field identification of bat habitat, along with mitigation measures, must be documented in a report and provided to Caltrans and the California Department of Fish and Wildlife for approval before the start of construction.

Engineering Reports

On June 12, 2017, the Board authorized Cooperative Agreement No. C-7-1753 with Caltrans to establish roles, responsibilities, and funding obligations for the preparation of plans, specifications, and estimates (PS&E) for both agencies. In the cooperative agreement, Caltrans is responsible for the preparation and approval of reports to support exception decisions for design standards. During the final stage of design development, Caltrans requested that the report responsibility be handed to OCTA's consultant, WKE, Inc. (WKE), since WKE is the engineer of record for the Project.

Caltrans is also responsible for the development of the pavement design report which requires geotechnical exploration to determine the subsurface condition that will be used to calculate the design for the new pavement widening. To meet the accelerated design delivery schedule, Caltrans requested field exploration and lab testing assistance to supplement its geotechnical services. WKE provided the requested service to ensure the Project delivery schedule is met.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services which conform to both state and federal laws. The original firm-fixed price agreement was issued on February 5, 2018, in the amount of \$16,891,455. The agreement was amended previously as shown in Attachment A. It has become necessary to amend the existing agreement to include additional design services so that the PS&E can be finalized.

OCTA staff negotiated the required level of effort with WKE to provide the additional design services. OCTA found WKE's price proposal, in the amount of \$1,219,977, to be fair and reasonable relative to the negotiated level of effort. Proposed Amendment No. 3 to Agreement No. C-7-1719 will increase the total contract value to \$18,609,141.

**Amendment to Agreement for Additional Design Services for Page 5
State Route 55 Improvement Project Between Interstate 405 and
Interstate 5**

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, Account 0017-7519-FF101-0KU, and is funded with federal Surface Transportation Block Grant funds.

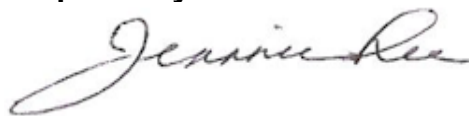
Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-7-1719 between the Orange County Transportation Authority and WKE, Inc., to increase funding, in the amount of \$1,219,977, for additional design services for the State Route 55 improvement project between Interstate 405 and Interstate 5.

Attachment

- A. WKE, Inc., Agreement No. C-7-1719 Fact Sheet

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