



February 6, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Additional Environmental Phase Services for the State Route 91 Widening Project Between State Route 57 and State Route 55

Overview

On September 23, 2013, the Orange County Transportation Authority Board of Directors approved an agreement with RBF Consulting, A Company of Michael Baker Corporation, now Michael Baker International, Inc., to provide project report/environmental document development services for the State Route 91 Widening Project between State Route 57 and State Route 55. An amendment to the existing agreement is required to address scope of work additions.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-3-1701 between the Orange County Transportation Authority and Michael Baker International, Inc., in the amount of \$477,514, for additional environmental phase services for the State Route 91 Widening Project between State Route 57 and State Route 55. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$7,042,519.

Discussion

The State Route 91 (SR-91) widening from State Route 57 (SR-57) to State Route 55 (SR-55) (Project) is identified as Project I in the Measure M2 (M2) freeway program. In the M2020 plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in September 2012, the Project is listed as one of the M2 freeway projects to be cleared through the environmental process. The Next 10 Delivery Plan, adopted by the Board in November 2016, reaffirms the commitment to deliver this Project.

The project study report (PSR)/project development support document was approved by the California Department of Transportation (Caltrans) in October 2014.

Proposed Project improvements include freeway mainline widening and changes to interchange ramps. The improvements generally consist of adding a new eastbound general purpose (GP) lane from east of SR-57 to the SR-91/SR-55 connector, adding a new westbound (WB) GP lane from west of the Kraemer Boulevard/Glassell Street interchange to east of the State College Boulevard interchange, and making freeway-to-freeway connector improvements from the northbound (NB) SR-57 to SR-91. Additionally, auxiliary lanes are to be added in some segments and re-established in other segments. Originally, two build alternatives were proposed differing only in freeway shoulder width being standard or non-standard.

During the PSR phase of the Project, Caltrans had requested that the connector from WB SR-91 to southbound (SB) SR-55 be studied for improvement. OCTA requested that a feasibility study be performed before starting the project report/environmental document (PR/ED) phase of the Project to determine possible options to decrease congestion and improve operations for the SR-91/SR-55 interchange and Lakeview Avenue overcrossing that could be carried forward for further environmental study. At the conclusion of the study, an Option 3L was identified as the best option because it provided the most improvement to traffic operations at a significantly lower cost and with less right-of-way impacts. Option 3L maintains the existing SB SR-55 connector and adds a Lakeview Avenue drop ramp to the SB SR-55 connector and a direct on-ramp to the WB SR-91. Option 3L does not preclude future improvements to the SR-91/SR-55 interchange. An amendment to Michael Baker International, Inc.'s (MBI) scope of work was required to add the study of Option 3L to the PR/ED scope of work for environmental services. The Board approved the amendment on December 14, 2015.

In March 2016, Caltrans requested that the "west end" project limits be extended and studied for additional operational improvements. The in-progress PR/ED work was suspended while the west end options were evaluated and discussed with Caltrans. The recommended changes are to extend the WB SR-91 improvements to the Raymond Avenue – East Street interchange and to reduce the build alternatives to one, Alternative 2B Modified with design variations. A strip map of the Project limits is provided as Attachment A. An amendment is required to add the west end extension of the Project limits and associated design variations.

M2 Project I description includes improvements to the freeway-to-freeway connectors from NB SR-57 to SR-91 and SB SR-57 to WB SR-91. These additional studies extending to Raymond Avenue are required to determine the scope of improvements and potential impacts to improve operations of the freeway-to-freeway connector from SB SR-57 to WB SR-91. The PR/ED effort will also assess the potential for phasing of improvements east of SR-55 and west of SR-57 as separate projects to fit funding availability.

Procurement Approach

This procurement was handled in accordance with OCTA Board-approved procedures for architectural and engineering professional services, which conform to both state and federal laws. The original firm-fixed price agreement, executed on January 19, 2015, was issued in the amount of \$4,963,330. This agreement was previously amended to add scope of work and handle administrative changes, as shown in Attachment B. It has become necessary to amend the existing agreement for additional services to extend the WB SR-91 improvements to the Raymond Avenue – East Street interchange and reduce the build alternatives to an Alternative 2B Modified with design variations to allow for completion of the Project.

OCTA staff negotiated the required level of effort with MBI to provide these services and requested a price proposal. OCTA staff found MBI's price proposal, in the amount of \$477,514, to be fair and reasonable relative to the negotiated level of effort.

Proposed Amendment No. 5 to Agreement No. C-3-1701 will bring the total contract value to \$7,042,519.

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2016-17 Budget, Capital Programs Division, Account 0017-7519-FI103-N08, and is funded through federal funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-3-1701 between the Orange County Transportation Authority and Michael Baker International, Inc., to increase funding, in the amount of \$477,514, for additional environmental phase services for the State Route 91 Widening Project between State Route 57 and State Route 55.

Attachments

- A. Strip Map of Project Limits
- B. Michael Baker International, Inc., Agreement No. C-3-1701 Fact Sheet

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