



May 5, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for Construction Management Support Services for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55

Overview

On December 9, 2024, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55. Board of Directors' approval is requested for the selection of a firm to perform the required services.

Recommendations

- A. Approve the selection of HDR Construction Control Corporation as the firm to provide construction management support services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2614 between the Orange County Transportation Authority and HDR Construction Control Corporation to provide construction management support services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) Improvement Project between Yale Avenue and State Route 55 (SR-55) (Project). The Project is part of Project B in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2024.

The Project will add a general purpose lane in both the northbound and southbound directions on I-5 between Yale Avenue and SR-55, add and re-establish existing auxiliary lanes, and improve the existing on- and off-ramps. Separately, Caltrans has developed the plans, specifications, and estimates for a multi-asset project (MAP) within the same project limits, which includes pavement rehabilitation, safety device upgrades, a weigh-in-motion facility, additional signage, and electrical conduit replacements. The MAP scope is funded by the State Highway Operation and Protection Program, and the design plans have been combined with the Segment 2 Plans, Specifications and Estimates, with all improvements to be advertised in one construction bid package. This will ensure efficient construction of all improvements and will minimize disruption to the traveling public, construction fatigue, potential construction conflicts, and redundant work.

Final design for the Project is nearing completion with advertisement for construction bids targeted for later in 2025.

Cooperative Agreement No. C-4-2645 between Caltrans and OCTA outlines the responsibilities of both agencies for the Project and was approved by the Board on December 9, 2024. As specified in the cooperative agreement, Caltrans will be the implementing agency responsible for advertisement, award, and administration of the construction contract. Caltrans will also provide the resident engineer and structures representative, and environmental services, along with a limited number of field personnel. OCTA will retain a construction management (CM) consultant firm to supplement Caltrans staff with structural, roadway, construction staking, office engineering, materials testing, surveying, and claims support services. OCTA's CM consultant will also provide a field office to house construction staff working on the Project. Through a separate contract, OCTA will lead the public outreach efforts for the Project.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both federal and state laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. An evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On December 9, 2024, the Board authorized the release of Request for Proposals (RFP) 4-2614 which was issued electronically on CAMMNET. The RFP was advertised in a newspaper of general circulation on December 11 and December 16, 2024. A pre-proposal conference was held on December 20, 2024, with 12 attendees representing nine firms. Four addenda were issued to make available the pre-proposal conference registration sheets and presentation materials, provide responses to questions received, and address administrative issues related to the RFP.

On January 13, 2025, three proposals were received. An evaluation committee consisting of staff from the Contracts Administration and Materials Management and Capital Project Delivery departments, as well as external representatives from Caltrans and the City of Tustin, met to review all submitted proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

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| • Qualifications of the Firm | 20 percent |
| • Staffing and Project Organization | 40 percent |
| • Work Plan | 40 percent |

Several factors were considered in developing the criteria and weightings. Qualifications of the firm was weighted at 20 percent as the firm must demonstrate experience in performing relevant work of similar scope, size, and complexity. Staffing and project organization was weighted at 40 percent as the qualifications of the project manager and other key task leaders are critical to understanding the project requirements and to the timely delivery and successful performance of the work. Work plan was equally weighted at 40 percent as the technical approach to the Project is critical to the successful performance of the Project.

The evaluation committee reviewed the three proposals received based on the evaluation criteria and found two firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

Firms and Location

Arcadis U.S., Inc. (Arcadis)
Headquarters: Highlands Ranch, Colorado
Project Office: Irvine, California

HDR Construction Control Corporation (HDR)
Headquarters: Omaha, Nebraska
Project Office: Irvine, California

On March 6, 2025, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to the evaluation committee's questions. Each firm highlighted its staffing plan, work plan, and perceived project challenges. The firms were asked general questions regarding the approach to the requirements of the scope of work (SOW), management of the Project, coordination with various agencies, experiences with similar projects, and solutions for achieving the project goals.

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends HDR as the top-ranked firm to provide CM support services for the Project. HDR ranked the highest among the proposing firms because they submitted a comprehensive proposal that was responsive to the requirements of the RFP, proposed a highly qualified and experienced team of key personnel, presented a work plan demonstrating a thorough understanding of the overall project requirements, and presented a cohesive interview with focused responses to the specific interview questions, highlighting the firm's experience, qualified staff, and detailed work plan.

The following is a summary of the proposal evaluation results.

Qualifications of the Firm

Both short-listed firms are established and qualified to perform the required services. Positive references were received for both firms.

HDR was founded in 1917 and has eight offices across Southern California with access to more than 550 staff that are supported by over 13,000 employee-owners in over 22 locations worldwide. The firm has broad engineering experience, including CM support services for complex highway, bridge, and rail projects. HDR has successfully delivered CM support services for freeway widening, roadway and interchanges improvements, and bridge widening and replacement projects, mostly as a prime consultant and as part of an integrated team. HDR has demonstrated proficiency in providing CM support services such as inspection for freeway widening, bridge and retaining wall construction, traffic management, scheduling, and claims analysis. The firm's experience includes coordination with Caltrans District 12, OCTA, and other public agencies.

HDR's experience includes the recently completed CM services for OCTA's I-5 Improvement Project between Oso Parkway to Alicia Parkway, OCTA's State Route 57 (SR-57) Improvement Project between Yorba Linda Boulevard to Lambert Road, and OCTA's Sand Canyon Avenue Railroad Grade Separation

Project. The firm proposed utilizing three subconsultants. All proposed subconsultants have experience working with HDR on prior projects and will support HDR with additional structure and roadway inspection, geotechnical services, and materials testing.

Arcadis, founded in 1957, is a global engineering, construction management, and environmental consulting corporation. The firm has ten offices in Southern California with 480 staff and one office in Orange County, with 151 staff. Globally, Arcadis has 33,784 employees; 10,212 in North America, and 752 in California. Arcadis provides comprehensive project management services, risk management, claims avoidance, environmental monitoring, and compliance services. Specific experience includes the design, construction, and inspection of roads, highways, bridges, and railroad projects. The firm's experience includes coordination with Caltrans, OCTA, and other public agencies. The firm demonstrated relevant experience on projects involving structural, highway, traffic signal, and utility coordination.

Arcadis' experience includes CM support services on the I-5 Improvement Project between State Route 73 (SR-73) to Oso Parkway, Los Angeles County Metropolitan Transportation Authority's (LA Metro) State Route 91 (SR-91) Improvement Project in the cities of Artesia, Cerritos, Long Beach, and Paramount, and the Riverside County Transportation Commission's (RCTC) Interstate 15/Railroad Canyon Interchange Improvement Project. The firm proposed three subconsultants to provide electrical inspection, field materials testing, and surveying. All proposed subconsultants have experience working with Arcadis on prior projects and will support Arcadis with additional electrical inspection, material testing, and surveying.

Staffing and Project Organization

Both short-listed firms proposed qualified project managers, key personnel, and subconsultants with relevant experience.

HDR proposed a highly experienced team of qualified personnel and subconsultants representing a wide range of disciplinary expertise with each key personnel demonstrating relevant and comprehensive CM experience with freeway and bridge replacement projects. The team has demonstrated experience in roadway and structures inspections, complex freeway and bridge widening projects, utility relocations, bridge reconstruction, traffic management and staging, and has extensive experience working with Caltrans.

The proposed project manager (PM) has over 40 years of project management experience with 21 years at Caltrans District 12 directing and managing major

highway improvements, bridge construction, and infrastructure design projects. Similar project experience includes OCTA's Interstate 405 (I-405) Improvement Project between SR-73 and Interstate 605, OCTA's SR-55 Improvement Project between I-405 and I-5, and the San Bernadino County Transportation Authority's Interstate 10 Corridor Express Lanes (Contract 1) in Los Angeles and San Bernardino counties.

The proposed deputy senior resident engineer (RE) has over 28 years of experience successfully delivering highway projects with freeway and bridge improvements, bridge replacements, interchange improvements, and experience with OCTA's freeway and rail projects. Relevant project experience includes OCTA's I-5 Improvement Project between Oso Parkway to Alicia Parkway, OCTA's Sand Canyon Avenue Railroad Grade Separation project, and RCTC's SR-91 Express Lanes project.

The proposed structures inspector has 12 years of experience on various large public works transportation projects throughout Southern California. Similar project experience includes OCTA's I-5 Improvement Project between Oso Parkway to Alicia Parkway, OCTA's Sand Canyon Avenue Railroad Grade Separation Project, and OCTA's Cyprus Shore Track Stabilization Project in the City of San Clemente.

The HDR team was well prepared for its interview and provided project-specific responses to questions which further demonstrated the firm's experience and understanding of the SOW, project requirements, and risks associated with the Project.

Arcadis proposed a qualified team, including a PM, key personnel, and subconsultants with relevant experience working together on CM projects. Arcadis' proposed PM has 26 years of experience in design, operations, and management strategies for large heavy civil transportation infrastructure projects. Similar experience includes OCTA's I-5 Improvement Project between SR-73 to Oso Parkway, and LA Metro's SR-91 Improvement Project and Regional Connector Transit Corridor Project.

Arcadis' proposed senior inspector/deputy senior RE has over 25 years of experience. Demonstrated relevant project experience includes OCTA's I-5 Improvement Project between SR-73 to Oso Parkway, the Port of Long Beach's Gerald Desmond Bridge Replacement Project, and experience as the Independent Quality Assurance Leader/Construction Manager for the Caltrans' San Francisco Presidio Parkway Project.

Arcadis' proposed structures inspector has over 40 years of experience, including experience working on Caltrans highway and structural projects. Project experience includes RCTC's Interstate 15 Railroad Canyon Interchange Project, Caltrans' Interstate 215 (I-215) Holland Road Overcrossing Project, and Caltrans' I-215/Placentia Avenue Interchange Project.

The Arcadis team was responsive to most of the evaluation committee's interview questions; however, some responses lacked the level of detail needed to highlight the firm's knowledge and expertise.

Work Plan

Both firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project.

HDR presented a project-specific comprehensive work plan. The work plan included a complete discussion of project understanding, issues, and challenges with realistic recommendations and solutions demonstrating the firm's knowledge and experience. The team identified the project risks and challenges, with detailed well-thought-out approaches to address those risks.

The work plan included detailed discussions and coordination with other projects that are scheduled to be underway in the vicinity of the I-5 Improvement Project. A comprehensive list of challenges and recommended solutions for working within the two flood control channels, the required coordination needed to maintain pedestrian and bicycle traffic during construction, and a thorough list of permits and agencies needed for compliance requirements of agency permits were provided. The work plan also included proposed solutions for the installation of large diameter piles, including restriping lanes and night-time lane closures to facilitate the work. A detailed construction schedule was provided to include cost, change management, and approach to claims avoidance.

The HDR team presented a clear vision for fulfilling the requirements of the SOW and demonstrated its in-depth technical knowledge throughout the interview. All key personnel were present and participated.

Arcadis demonstrated adequate understanding of the Project and associated risks and challenges. The work plan identified some enhancements to enact 55-hour road closures for activities to reduce the impact of the work on the overall project schedule, thus minimizing impacts to the public. The plan identified potential issues associated with the demolition of portions of the existing bridges and the need for noise, vibration, and dust control during

construction. The work plan did not discuss staging and the schedule did not reflect staging plans.

Fiscal Impact

The Project will be included in OCTA's Proposed Fiscal Year 2025-26 Budget and subsequent fiscal year's budgets, Capital Programs Division, Account No. 0017-9085-FB103-1OD, and will be funded with Measure M2 funds.

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-4-2614 with HDR Construction Control Corporation, as the firm to provide construction management support services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55.

Attachments

- A. Review of Proposals, RFP 4-2614 - Construction Management Support Services for the Interstate 5 Improvement Project Between Yale Avenue and State Route 55
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 4-2614 - Construction Management Support Services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55
- C. Contract History for the Past Two Years, RFP 4-2614 - Construction Management Support Services for the Interstate 5 Improvement Project between Yale Avenue and State Route 55

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