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Transportation
Authority

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MAY 29, 1997

TO: BOARD OF DIRECTORS

FROM: LINDA BOHLINGER
L. Bohlinger
INTERIM CHIEF EXECUTIVE OFFICER

**SUBJECT: BRIDGES/STRUCTURES ENGINEERING DESIGN
SERVICES FOR ROUTE 30 FREEWAY**

RECOMMENDATION

Authorize award of a contract to W. Koo and Associates, Inc. for a total budget of \$1,856,102, which includes a 5% contingency, for engineering services to design 15 bridges and structures for the Route 30 Freeway Gap Closure project.

ORGANIZATIONAL IMPACT

Caltrans has requested that the MTA award a structures design contract to expedite completion of the Route 30 Freeway. Due to other commitments, Caltrans structural engineers cannot complete design work for the project in time to meet the project's schedule. The MTA can award the contract to expedite the project with existing project management and contract administration staff resources. Caltrans staff will provide, and be responsible for, technical oversight of the contract.

BUDGET IMPACT

There is no impact to the budget. Design, right-of-way, and construction for the Route 30 Freeway project are fully funded from sources outside of the MTA operating budget. The MTA approved \$65.9 million for the project in the 1995 Call for Projects. The State approved \$255 million for the project in the 1996 State Transportation Improvement Program (STIP).

ALTERNATIVES CONSIDERED

The alternative is not to award the structures design contract. This alternative is not recommended because it will delay completion of the Route 30 Freeway by one to two years.

BACKGROUND

The Route 30 Freeway Gap Closure will extend the existing Route 30 Freeway 28.2 miles from its current terminus at Foothill Boulevard in La Verne to the Route 215 Freeway in San Bernardino. The Los Angeles County portion of the project is 5.4 miles long and passes through the cities of La Verne and Claremont. The structures design contract is for the Los Angeles County portion only. The project duration is

estimated to be 12 months. A drawing depicting the Route 30 alignment and the planned structures locations is included as Attachment 1. The Route 30 Freeway cleared all environmental approvals in 1996. The Project is fully funded and is scheduled for completion by 2005. Caltrans has requested the MTA to award a structures design contract to expedite completion of the Project. Due to other commitments, Caltrans structural engineers cannot complete design work for the project in time to meet the project's scheduled completion date.

On February 13, 1997, Request For Proposals (RFP), RFP PS-4330-0123 was formally advertised and issued to approximately 150 engineering and architectural firms. Approximately 75 individuals associated with these firms attended a pre-proposal conference on February 18, 1997. Eleven proposals were received on April 3, 1997. The prime and subcontractors for the 11 proposals are listed in Attachment 2.


The Source Selection Committee (SSC) which consisted of representatives from the MTA's Regional Transportation Planning and Development and Material Departments, Caltrans and the Los Angeles County Flood Control evaluated the Proposals based on the criteria as outlined in the RFP. Weights of the criteria were assigned to emphasize the complexity of the technical and schedule requirements that Caltrans is attempting to achieve. Contained in each proposal were project plans, delineation of required project monitors and controls, resumes of technical staff, staffing capability matrices, definitions of project approach, listing of past and current public service clients, and other relevant information. The information and the data furnished in the proposal provided a general understanding of the firm's staff background and their proposed project technical approach and solutions. Additionally, those firms that received the highest total ratings based solely on their written proposal, were invited to participate in a sixty (60) minute oral presentation and interview where the SSC was able to augment the existing evaluation information, and personally meet key technical staff members from these firms that would be directly involved in the project.

Based on the comprehensive procurement evaluation performed, the SSC recommends W. Koo and Associates, Inc. for award of Bridges/Structures Engineering Design Services for Route 30 Freeway contract.

SMALL BUSINESS PARTICIPATION

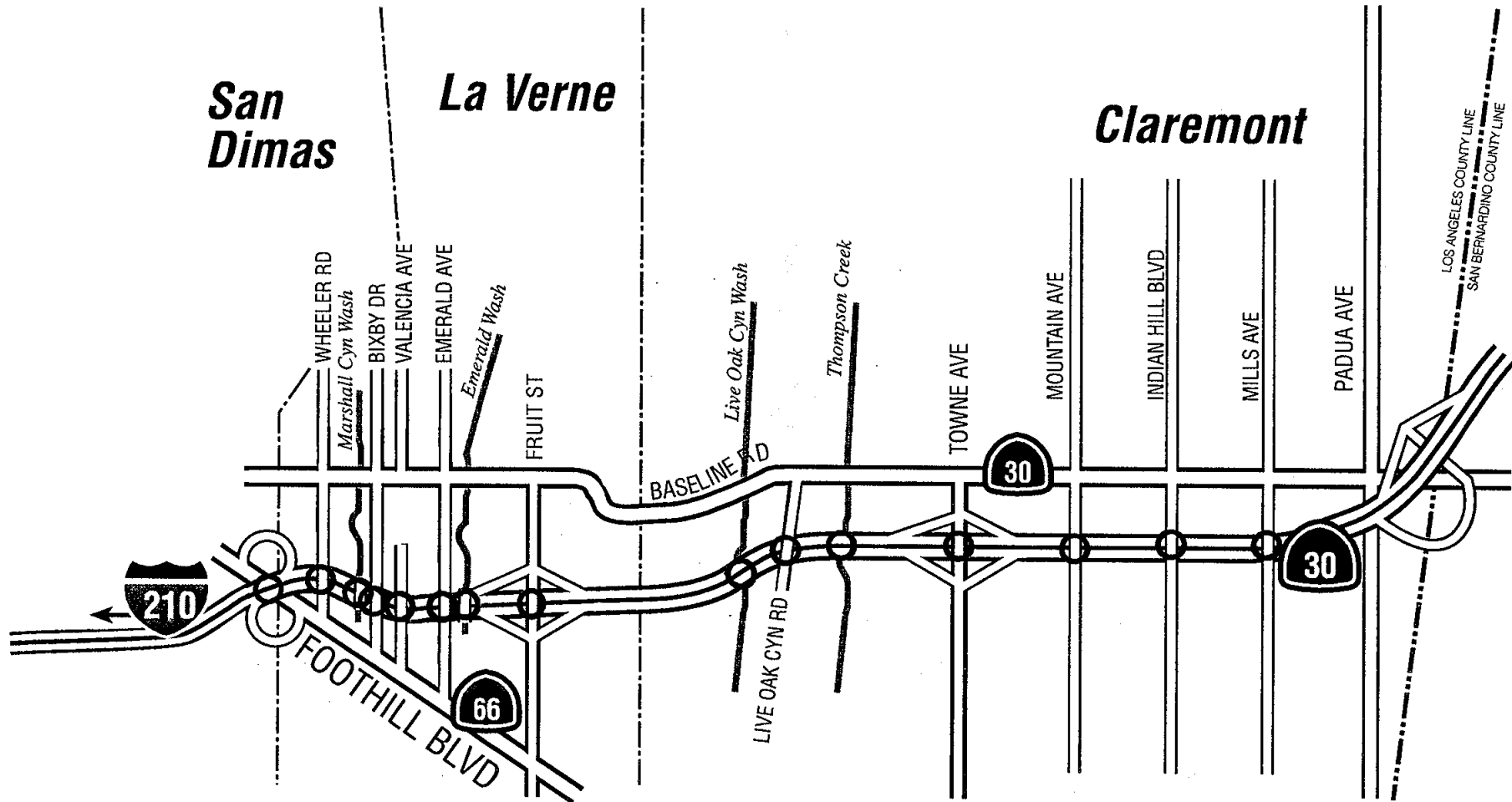
A 10% Minority Business Enterprise (MBE) goal and a 4% Women Business Enterprise (WBE) goal was established for this procurement. The recommended team committed to a 47% MBE goal and 4% WBE goal.

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JAMES L. de la LOZA, Executive Officer
Regional Transportation Planning and Development
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Route 30 Freeway



○ Structures to be designed as part of this contract.



Attachment 2: List of Prime and Sub Contractors

Prime Consultant/ Joint Venture	Sub Contractors
<i>Recommended</i>	
W. Koo & Associates, Inc. (MBE).	CH2M Hill, Inc., DMJM, Inc., Athalye Consulting Engineers (MBE), Associated Engineers (WBE), Earth Mechanics, Inc. (MBE), MAA Engineering Consultants, Inc. (MBE).
<i>Other Proposed Teams</i>	
Brown & Root, Inc.	AKM Consulting Engineers (MBE), Associated Engineers, Inc. (WBE), Earth Mechanics, inc. (MBE), Ben C. Gerwick, Inc.
Carter & Burgess, Inc.	Sverdrup Civil, Inc., Anil Verma Associates, Inc. (MBE), Athalye Consulting Engineers (MBE), Diaz Yourman & Associates (MBE), Tri Star Surveying (WBE), VLG Engineering (WBE).
Dokken Engineering.	MK Centennial, Fred Huang & Associates (MBE), Earth Mechanics (MBE), AGRA Earth & Environmental, AKM Consulting Engineers (MBE), Associated Project Management (WBE), Tri Star Surveying (WBE), Psomas & Associates (MBE).
HDR Engineering, Inc.	PBQ & D, Inc., LKR Group (MBE), Group Delta Consultants (MBE), Dean Ryan Consultants & Designers, Inc. (WBE).
INCA Engineers, Inc.	Robert Bein, William Frost & Associates, Kercheval Engineers (MBE), AGRA Earth & Environmental, Inc., Earth Mechanics, Inc. (MBE), Rubicon Engineering (WBE), Tri Star Surveying (WBE).
Martin & Kane, Inc., Imbsen & Associates, Inc.	Martin & Huang, Inc. (MBE), Athalye Consulting Engineers (MBE), WP Engineering, Inc. (WBE), Earth Mechanics. Inc (MBE). AGRA Earth & Environmental, Inc., Simon Li & Associates.
Moffatt & Nichol Engineers.	HNTB, WP Engineering, Inc. (WBE), Athalye Consulting Engineers (MBE), MAA Engineering Consultants, Inc. (MBE), Group Delta Consultants (MBE).
Parsons Transportation Group, Inc.	Holmes & Narver, Quincy Engineers (WBE), Athalye Consulting Engineers (MBE), The LKR Group (MBE).
T.Y.Lin International, Lim, Nascimento & Chavez Engg (MBE), Lobuono Armstrong & Associates.	Dames & Moore Group Company, Faye Bernstein & Associates (WBE), MAA Engineering Consultants, Inc. (MBE), Wagner Engineering & Survey, Inc. (WBE), Joseph E. Bonadiman & Associates, Inc..
Willdan Associates.	J. Muller International, Athalye Consulting Engineers (MBE), Holmes & Narver, Quincy Engineers (WBE), Earth Mechanics, Inc. (MBE).