

South Bay Cities Council of Governments

May 26, 2022

To: SBCCOG Board of Directors

From: SBCCOG Transportation Committee

Re: Amendment to FY 22-23 Measure M Multi-Year Sub-Regional Programs Annual Program Update

Adherence to Strategic Plan:

Goal A: Environment, Transportation, and Economic Development. Facilitate, implement, and/or educate members and others about environmental, transportation, and economic development programs that benefit the South Bay. Strategy 5 – Actively pursue opportunities for infrastructure funding for member agencies.

BACKGROUND

The SBCCOG Board of Directors approved the FY 22-23 Measure M Multi-Year Sub-Regional Programs (MSP) Annual Update in February 2022 which was subsequently transmitted to Metro in March. Metro staff is currently reviewing the Annual Update with an expected approval by the Metro Board of Directors in September 2022.

On May 4, 2022, SBCCOG staff received a letter (Exhibit 1) from the City of Palos Verdes Estates (PVE) requesting construction funding for project MM5508.11 in the amount of \$4,840,000. This project will improve the Palos Verdes Drive West Corridor from approximately the Via Del Puente intersection to Via Chico and along Via Corta from the intersection with Via Del Puente to the intersection with Tejon Place. Additional project information is available in Exhibit 2.

The SBCCOG and Metro previously approved \$667,000 in Measure M MSP funding for the environmental and final design phase of the project. The PVE City Council approved the preferred alternative in March 2022. Final design is expected to be completed in December 2022, with construction to begin in March 2023.

Although the request has been made after the close of the SBCCOG's FY22-23 Annual Update process, SBCCOG staff has checked with Metro staff who confirmed they could incorporate the amendment to the FY22-23 Annual Update into their review process in advance of their Board's action later this summer. SBCCOG staff recommends approval of the amendment so the project can continue without delay.

RECOMMENDATION

Recommend SBCCOG Board of Directors approve the amendment to the FY22-23 Measure M MSP Annual Program Update to program \$4,840,000 for the construction phase of MM5508.11.

Attachment:

Exhibit 1 – City of Palos Verdes Estates letter requesting construction funding for MM5508.11

Exhibit 2 – Project detail letter

CITY OF PALOS VERDES ESTATES



May 4, 2022

South Bay Cities Council of Governments

RE: Measure M Construction Funds Request for Palos Verdes Drive West Corridor Expansion – MM5508.11

The City of Palos Verdes Estates (City) requests the South Bay Cities Council of Governments' (SBCCOG) Transportation Committee consider and support approval of \$4,840,000 of additional Measure M Funds from Metro for constructing the Palos Verdes Drive West Corridor Expansion Project – MM5508.11 (Project). This letter replaces my previous letter of May 2, 2022. Currently the City has an executed agreement with Metro for the environmental and final design phase of the project in the amount of \$677,000.

On March 16, 2022, the Palos Verdes Estates City Council approved the Project's preferred alternative. The City is conducting the environmental phase and has concurrently started working on the final design phase. The City plans on completing the final design phase in December 2022 and plans to start construction in or around March 2023. The construction phase estimate for the Project is \$4,840,000, which includes construction costs, utility relocations, and project support costs. Please see the attached geometric exhibit and project detail letter from Michael Baker International.

This project is a priority for the City, and Palos Verdes Drive West is a vital local and regional roadway. This arterial is utilized by commuters, residents, cyclists, and visitors traveling along the peninsula. Upon the SBCCOG's recommendation for approval, this request can be forwarded to Metro and Palos Verdes Estates City staff will coordinate with Metro staff to develop amendment documents for the existing Measure M funding agreement.

We respectfully request that the SBCCOG consider this funding request at its May 2022 Transportation Committee Meeting, and subsequently forward the request to Metro for their Board's consideration in September 2022. As the City is still in the early phases of design and has not yet initiated the environmental review process, we request SBCCOG's support for any necessary future funding requests to ensure any additional project costs exceeding the current project cost estimate are fully supported by Measure M.

If you have any questions, please contact me at (760) 250-6722 or by email at tjonasson.hrgreen@pvestates.org.

Sincerely,

Handwritten signature of Timothy R. Jonasson in blue ink.

Timothy R Jonasson, P.E.
City Engineer

CITY OF PALOS VERDES ESTATES



Attachments:

- Public Outreach Geometric Exhibit
- Project detail letter from Michael Baker International

Cc: Isidro Panuco

May 4, 2022

Mr. Tim Jonasson, PE
City of Palos Verdes Estates
340 Palos Verdes Drive West
Palos Verdes Estates, CA 90274-1299

SUBJECT: Palos Verdes Drive West Phase 1 –Estimated Project Costs

Dear Mr. Jonasson,

Please find included in this letter the estimated project construction and support costs for the project. Included in the attached, you will find:

- A project description
- Current Geometric Approval Drawing (GAD) showing the project improvements
- Preliminary project cost estimate
- Preliminary PA/ED and PS&E schedule

Please review the attached and do not hesitate to call me at (949) 855-3657 if you have any questions. Thank you.

Sincerely,



Eric Spangler, PE, TE
Senior Project Manager / Transportation Department Manager
MICHAEL BAKER INTERNATIONAL

Palos Verdes Drive West Improvement Project Phase 1

Purpose and Need

Palos Verdes Drive West (PVDW) is a critical transportation link within the City of Palos Verdes Estates, which extends from the City of Torrance to the City of Rancho Palos Verdes within Los Angeles County.

Operational and safety issues exist along Palos Verdes Drive West at the Via Corta intersection caused by an inefficient 5-legged stop-controlled intersection configuration. The delay experienced at this intersection during peak travel periods causes long vehicle queues and results in drivers diverting to alternative routes to avoid additional delays, particularly through the PVDW Inner Barrel roadway, which is the 5th leg of the stop controlled intersection. Traffic congestion has reached levels to where police-assisted traffic control is provided at the existing 5-leg stop controlled intersection of PVDW and Via Corta during peak traffic periods in order to reduce vehicle delays and improve safety.

The primary purpose of the project is to:

- Improve safety for all modes of transportation;
- Improve pedestrian and bicycle connectivity through the project limits;
- Relieve traffic bottlenecks caused by the existing conditions and improve traffic operations;
- Reduce corridor delay; and
- Eliminate cut-through and by-pass traffic.

Project Description

Phase 1 of the PVDW Corridor Improvements Project focuses on the PVDW/Via Corta intersection. The project limits extend along PVDW from approximately 150' west of the Via Del Puente intersection to Via Chico and along Via Corta from the intersection with Via Del Puente to the intersection with Tejon Place.

Four alternatives were analyzed in the feasibility stage with two build alternatives carried forward to the PA/ED phase. In the PA/ED phase, two alternatives (a traffic signal and a roundabout) were analyzed in detail based on safety, traffic operations, parking impacts, and impacts to the surrounding area. Both alternatives were compared to a no-build alternative. The roundabout was selected by City Council in March 2022 as the preferred alternative to move forward into final design and construction.

The roundabout is two lanes in the east-west direction and one lane in the north-south direction. The alternative removes the existing fifth leg of the intersection which provides access between the Inner Barrel and Via Corta thereby reducing the crossing distances for pedestrians. The Inner Barrel is realigned to intersect PVDW in front of City Hall. The west leg of the intersection (PVDW) is realigned with reversing horizontal curves to join the existing alignment at the Via Del Puente intersection. The west leg will be widened to two lanes entering the roundabout and conversely, the westbound movement will be reduced from two lanes to one lane exiting the intersection just west of Via Corta. The realignment of this leg creates a landscaping opportunity with the expansion of the Memorial Garden.

A truck apron is provided to allow large vehicles to turn in the intersection. Enhanced visibility crosswalks and raised median islands with 6-inch curbs are provided on all four legs of the intersection. The median islands are a minimum of 6 feet wide to provide a pedestrian refuge area. As is standard practice, the bicycle lanes along Palos Verdes Drive West are not carried through the roundabout and bicyclists operate within the travel lane throughout the intersection. Bike ramps are provided on both sides of PVDW before entering and exiting the roundabout to allow cyclists to exit the roadway and use the multi-use path instead of navigating the roundabout in the travel lane.

Throughout the corridor, two 12' through lanes and a 5' striped bike lane is provided in each direction. A raised median is introduced on PVDW for the majority of the project limits. The existing horizontal curve outside of property 263 PVDW will be flattened to improve the previously deficient stopping sight distance. The southern curb line in front of the Malaga Cove Green is held to preserve the green space and mature trees. As a result, the road is widened to the north and the existing parkway is removed on the northern side of the road. Curb, gutter and 8' sidewalks are provided throughout the project limits except in the location of the 10' wide multi-use path around the roundabout.

At the western entrance to Malaga Cove Plaza, the existing right out only will remain but left turns will no longer be permitted in from PVDW. At Via chico, access will remain the same with the left turn in permitted and the right out only permitted.

A raised median is provided in front of City Hall with a protected left turn pocket for vehicles to turn left into the realigned Inner Barrel. In front of City Hall, the previous Inner Barrel will be closed to the general public traffic. Left turns are longer be permitted from the Inner Barrel except for emergency vehicles. Via Del Puente will be converted to two ways with a point of no entry from PVDW. Access to Via Del Puente will still be provided by way of the Via Corta intersection.

In all locations in the project limits, ADA compliant curb ramps will be provided at crossing locations. General parking improvements are proposed within the project limits to replace some of the on-street parking that is being removed. Safety lighting will be provided at the roundabout over the crosswalks, the circulating lane, and in the central island. Landscaping improvements are planned that will be in-line with the character and historic nature of the project limits.

**35% DESIGN - CONSTRUCTION COST ESTIMATE
PALOS VERDES DRIVE WEST
CORRIDOR IMPROVEMENTS PROJECT PHASE 1**

5/4/2022

Item#	Description	Quantity	Unit	Price	Amount
GENERAL					
1	MOBILIZATION	1	LS	\$238,000	\$238,000
2	TRAFFIC CONTROL	1	LS	\$234,000	\$234,000
3	CONSTRUCTION SURVEYS	1	LS	\$20,000	\$20,000
4	CLEARING & GRUBBING	1	LS	\$10,000	\$10,000
5	STORM WATER POLLUTION PREVENTION PLAN (SWPPP)	1	LS	\$8,000	\$8,000
6	STORM WATER BMP'S	1	LS	\$50,000	\$50,000
7	SOIL MANAGEMENT PLAN AND MITIGATION	1	LS	\$50,000	\$50,000
8	FINAL EROSION AND SEDIMENT CONTROL	1	LS	\$25,000	\$25,000
9	UNCLASSIFIED EXCAVATION	1,386	CY	\$95	\$131,647
10	IMPORTED BORROW	1,429	CY	\$40	\$57,160
11	LANDSCAPING	21,634	SF	\$6	\$129,804
12	IRRIGATION	21,634	SF	\$5	\$108,170
13	DRAINAGE MODIFICATIONS	1	LS	\$100,000	\$100,000
14	INSTALL STREET LIGHT LED EQUIVALENT (22,000 LUMENS)	1	LS	\$75,000.00	\$75,000
(1) SUB-TOTAL - GENERAL					\$1,236,781

**35% DESIGN - CONSTRUCTION COST ESTIMATE
PALOS VERDES DRIVE WEST
CORRIDOR IMPROVEMENTS PROJECT PHASE 1**

5/4/2022

Item#	Description	Quantity	Unit	Price	Amount
ROADWAY					
15	2" COLDMILL	72,060	SF	\$0.3	\$21,618
16	ASPHALT CONCRETE PAVEMENT (LEVELING COURSE)(4" DEPTH)	2,143	TON	\$120	\$257,101
17	2" AC SURFACE OVERLAY COURSE	1,987	TON	\$150	\$298,019
18	8" MINIMUM CRUSHED AGGREGATE BASE (CAB) MATERIAL, 95% COMPACTION	457	CY	\$120	\$54,840
19	CONSTRUCT CURB & GUTTER, TYPE A2-6, W=2'	3,080	LF	\$50	\$154,000
20	CONSTRUCT SINGLE CURB, Type A1-6	2,180	LF	\$40	\$87,200
21	CONSTRUCT MOUNTABLE CURB, Type D-6	501	LF	\$45	\$22,545
22	CONSTRUCT 4" THICK STAMPED CONCRETE MEDIAN PAVING	5,567	SF	\$12.00	\$66,804
23	CONSTRUCT 10" THICK ROUNDABOUT TRUCK APRON WITH EXPOSED AGGREGATE CONCRETE	77	CY	\$650.00	\$50,050
24	CONSTRUCT 4" THICK CONCRETE SIDEWALK	16,048	SF	\$10.00	\$160,480
25	CONSTRUCT CURB RAMPS	13	EA	\$6,000.00	\$78,000
26	CONSTRUCT VALLEY GUTTER AND RAMP APRON	392	SF	\$15.00	\$5,880
27	CONSTRUCT CATCH BASIN (MALAGA COVE PLAZA)	2	EA	\$10,000.00	\$20,000
28	CONSTRUCT 36 IN RCP, CLASS III (MALAGA COVE PLAZA)	200	LF	\$330.00	\$66,000
29	TIE INTO EXISTING STORM DRAIN SYSTEM (MALAGA COVE PLAZA)	1	LS	\$7,500.00	\$7,500
30	RELOCATE PARKING LIGHT POLE	2	EA	\$2,000.00	\$4,000
31	INSTALL GRASS PAVERS (EMERGENCY VEHICLE BYPASS INNER BARREL AREA)	1,112	SF	\$10.00	\$11,120

**35% DESIGN - CONSTRUCTION COST ESTIMATE
PALOS VERDES DRIVE WEST
CORRIDOR IMPROVEMENTS PROJECT PHASE 1**

5/4/2022

Item#	Description	Quantity	Unit	Price	Amount
32	ADJUST MANHOLE TO GRADE	16	EA	\$1,000	\$16,000
33	ADJUST WATER VALVE TO GRADE	17	EA	\$750	\$12,750
34	REMOVE FULL DEPTH EXISTING 6" AC PAVEMENT SECTION AND 6" AGGREGATE BASE	1,814	CY	\$35	\$63,486
35	REMOVE PCC CURB & GUTTER	858	LF	\$15	\$12,870
36	REMOVE PCC CURB	2,373	LF	\$10	\$23,730
37	REMOVE PCC SIDEWALK	130	CY	\$50	\$6,500
38	REMOVE INLAID CROSS WALKS	1,600	SF	\$8	\$12,800
39	REMOVE INLAID CROSS WALK CONCRETE BAND	470	LF	\$10	\$4,700
40	REMOVE VALLEY GUTTER AND RAMP APRON	379	SF	\$5	\$1,895
41	REMOVE CATCH BASIN	2	EA	\$1,200	\$2,400
42	REMOVE PIPE AND BACKFILL & COMPACT, D= 36 IN	200	LF	\$60	\$12,000
43	REMOVE EXISTING CIRCULAR MEDIAN ISLAND DRIVEWAY FEATURE	1	LS	\$61,000.00	\$61,000
44	REMOVE TREE	11	EA	\$2,000.00	\$22,000
45	RELOCATE FIRE HYDRANT	2	EA	\$5,000	\$10,000
(2) SUB-TOTAL - ROADWAY					\$1,627,288

**35% DESIGN - CONSTRUCTION COST ESTIMATE
PALOS VERDES DRIVE WEST
CORRIDOR IMPROVEMENTS PROJECT PHASE 1**

5/4/2022

Item#	Description	Quantity	Unit	Price	Amount
TRAFFIC					
46	REMOVE SIGN ASSEMBLY	15	EA	\$200	\$3,000
47	INSTALL SIGN ASSEMBLY	42	EA	\$700	\$29,400
48	INSTALL PAVEMENT STRIPING	14,333	LF	\$0.75	\$10,749
49	INSTALL RAISED PAVEMENT MARKERS	203	EA	\$6.00	\$1,218
50	INSTALL PAVEMENT SYMBOLS	33	EA	\$200	\$6,600
51	RECTANGULAR RAPID FLASHING BEACON SYSTEM	4	EA	\$14,500.00	\$58,000
52	SERVICE CABINET RRFB SYSTEM	1	EA	\$3,500.00	\$3,500
53	IN-PAVEMENT CROSS WALK LIGHT SYSTEMS	4	EA	\$10,000.00	\$40,000
54	FLASHING EMERGENCY WARNING BEACON SYSTEM	2	EA	\$8,000	\$16,000
(3) SUB-TOTAL - TRAFFIC					\$168,467
SUB-TOTAL (1) TO (3)					\$3,032,536
20% CONTINGENCY					\$606,507
TOTAL CONSTRUCTION COST					\$3,639,043
SUPPORT COSTS & THIRD PARTY UTILITY RELOCATIONS					
A	UTILITY RELOCATIONS	1	LS	\$425,000	\$425,000
B	CONSTRUCTION MANAGEMENT AND INSPECTION	1	LS	\$344,193	\$344,193
C	ADDITIONAL DESIGN AND ENVIRONMENTAL SUPPORT COSTS	1	LS	\$100,000	\$100,000
D	DESIGN SUPPORT DURING CONSTRUCTION	1	LS	\$100,000	\$100,000
E	PALOS VERDES HOMES ASSOCIATION ART JURY OVERSIGHT	1	LS	\$75,000	\$75,000
F	CITY PROJECT MANAGEMENT SUPPORT	1	LS	\$150,000	\$150,000
(4) SUB-TOTAL - PROJECT SUPPORT COSTS & UTILITY RELOCATIONS					\$1,194,193
TOTAL REQUESTED PROJECT COSTS					\$4,833,236

**City of Palos Verdes Estates
PVDW Corridor Improvements Phase 1 PA/ED and PS&E**

