



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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**CONSTRUCTION COMMITTEE
NOVEMBER 18, 2010**

SUBJECT: C0882, I-405 SEPULVEDA PASS WIDENING PROJECT CONTRACT

ACTION: CONTRACT MODIFICATION NO. 10 TO REALIGN MULHOLLAND DRIVE - DESIGN

RECOMMENDATION

Authorize the Chief Executive Officer to execute Contract Modification No.10 to Contract No. C0882, with Kiewit Infrastructure West Company, for design revisions to realign Mulholland Drive and shift the Mulholland Bridge to the south, in an amount not to exceed \$3,000,000, increasing the total contract value from \$726,132,000 to \$729,132,000.

Within Construction Committee Authority: Yes No N/A

RATIONALE

Contract No. C0882 is a firm fixed price, federally funded contract, for Design Build of the I-405 Sepulveda Pass Widening Project. The scope of work consists of adding a northbound 10-mile HOV lane and supporting infrastructure improvements such as ramps, bridges and sound walls on the San Diego Freeway (I-405) from the Santa Monica Freeway (I-10) to the Ventura Freeway (U.S. 101).

Due to community and elected officials concerns regarding traffic impacts during staged reconstruction of the Mulholland Bridge, I-405 project staff, with input from the Los Angeles Department of Transportation (LADOT) and Los Angeles Bureau of Engineering (LABOE), reviewed alternative Bridge alignments to avoid these impacts. This modification will eliminate staged reconstruction and demolition for the Mulholland Bridge, avoid two years of traffic delays to commuters, avoid one four-day full closure of the I-405 and would realize construction cost savings of approximately \$4 million dollars.

BACKGROUND

On April 29, 2009, Contract No. C0882, I-405 Sepulveda Pass Widening Project, was awarded to Kiewit Infrastructure West Company in the amount of \$720,922,000. The Notice to Proceed was issued on June 2, 2009 with Contract Commencement date of August 31, 2009 and Substantial Completion date of May 31, 2013.

The Preliminary Engineering Plan for the Project called for the new Mulholland Bridge to be constructed in the same location as the existing bridge. The plan was to demolish the existing bridge and construct the new bridge in stages, one half at a time. Due to the concerns raised by the community regarding traffic impacts during construction, the I-405 project team looked at alternatives that minimized traffic impacts on the north and south sides of the existing bridge. A south alignment for Mulholland Drive appeared to be feasible and has been conceptually agreed to by the City of Los Angeles, elected officials and the community.

The alternate plan is to realign Mulholland Drive by shifting the new Mulholland Bridge to the south far enough to allow the existing bridge to remain in place while the new bridge is constructed. The realignment enables the new bridge to be constructed in one phase, eliminates temporary utility relocations, and allows the existing bridge to remain in place while the new bridge is constructed, thereby mitigating construction impacts to the community.

Authorization is hereby requested for the Chief Executive Officer to execute Contract Modification No. 10 for the work to proceed in a total estimated value Not to Exceed \$3,000,000 for Design.

IMPACTS TO OTHER CONTRACTS

There are none that can be identified at this time.

FINANCIAL IMPACT

The funds for this action are available within the Board approved I-405 Sepulveda Pass Widening Project budget for Contract C0882 in the amount of \$757,872,700. The recommended action will increase the Contract C0882 Total Value as follows:

Original Contract Award	\$720,922,000
Current Cumulative Contract Value	\$726,132,000
<u>This Action</u>	<u>\$ 3,000,000</u>
New Cumulative Contract Value	\$729,132,000

ALTERNATIVES CONSIDERED

The Board may elect not to approve this change, but denial could cause delay of the Project and the Contractor to seek other contractual or legal remedies.

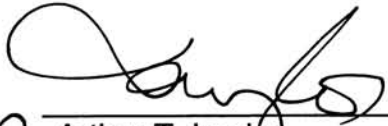
ATTACHMENT(S)

- A – 1 Procurement History
- A – 2a Small Business Participation (Design)
- A – 2b Small Business Participation (Construction)

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K.N. Murthy
Deputy Chief Capital Management
Officer



for Arthur T. Leahy
Chief Executive Officer

**BOARD REPORT ATTACHMENT A-1
PROCUREMENT HISTORY
I-405 SEPULVEDA PASS WIDENING PROJECT**

**CONTRACT MODIFICATION TO REALIGN MULHOLLAND
DRIVE - DESIGN**

A. BACKGROUND ON CONTRACTOR

Kiewit Infrastructure West Company has years of experience in design-build construction projects, various types of heavy construction work, and transportation management, and has been prime contractor on highway projects nationwide. Kiewit also has firsthand knowledge of the unique southern California environment, with district offices located in Santa Fe Springs, California.

B. PROCUREMENT BACKGROUND

Procurement of Contract No. C0882 was a two-step procurement process required under Public Contract Code Section 20209.20-20209.44. The first step was the issuance of a Request for Qualifications (RFQ) to ensure qualified bidders work on the I-405 Project. Two firms were determined to be qualified on September 11, 2008. The second step was the issuance of the Invitation for Bid (IFB) to the pre-qualified firms on October 10, 2008. The Kiewit Pacific Co. bid was received February 20, 2009. The evaluation was in compliance with Metro Procurement policies and procedures for lowest price responsive and responsible design-build procurements.

The CEO awarded Contract No. C0882 to Kiewit Pacific Co. in the amount of \$720,922,000 including \$537,098,000 in base Contract Work, \$157,057,000 in Provisional Sum amounts to cover specified additional work that may be necessary during the performance of the work, and \$26,767,000 in Options. The Notice to Proceed was issued on June 2, 2009 with commencement of contract time on August 31, 2009 and a Substantial Completion date of May 31, 2013.

The Design-Builder prepared Design plans based on the Contract's preliminary engineering plans to build the new Mulholland Bridge in the same location as the existing bridge. Due to concerns raised by the community, Metro and the City of Los Angeles have conceptually agreed on an alternate plan to realign Mulholland Drive by shifting the new Mulholland Bridge to the South. This avoids traffic and construction impacts for two years and provides significance cost savings as well.

In order to mitigate potential schedule impacts associated with the alternative plan, staff is requesting authorization to allow the Chief Executive Officer to negotiate and execute a change modification for the Mulholland Drive realignment in an amount not to exceed \$3,000,000 for Design.

C. EVALUATION OF PROPOSAL

The recommended price is in compliance with Metro Procurement Policies and Procedures.

D. COST / PRICE ANALYSIS

The recommended amount will be determined fair and reasonable based on fact-finding, independent cost estimate, pre-negotiation cost analysis.

CONSTRUCTION COMMITTEE
NOVEMBER 18, 2010

ITEM #: 3

Realign Mulholland Drive and shift the Mulholland Bridge to the south

**ATTACHMENT A-2a and A-2b
will be sent under separate
cover**