

**Metro**Los Angeles County  
Metropolitan Transportation AuthorityOne Gateway Plaza  
Los Angeles, CA 90012-2952213.922.2000  
metro.net**CONSTRUCTION COMMITTEE  
JUNE 21, 2012****SUBJECT: REGIONAL CONNECTOR TRANSIT CORRIDOR****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file this report on the progress of refining the construction mitigation measures for the Regional Connector Transit Corridor on Flower Street.

**ISSUE**

In April 2012, the Board certified the Final Environmental Impact Statement/Report (FEIS/FEIR) for the Regional Connector Transit Corridor Project and approved the project definition, with specific refined mitigation measures to address comments received on the FEIS/FEIR from stakeholders along the alignment including those on Flower Street.

We were directed to examine various value engineering and cost methods to determine if supplemental mitigation methods along Flower Street could be incorporated without an increase to the \$1.366 billion available for the project and to report back in 60 days. If it is determined that these design features cannot be accommodated, the design features will be included as proposal options during the construction procurement to allow proposers to provide a bid option for each, which in turn will permit determination by the Board if it can be accomplished with available funding.

**DISCUSSION****Background**

In February 2012, based on concerns raised by stakeholders along Flower Street regarding the project's cut and cover construction from 4<sup>th</sup> Street to just south of 6<sup>th</sup> Street, the Board deferred action on the FEIS/FEIR until the April 2012 meeting. During this period, we met with the Flower Street stakeholders per the Board's direction to review construction methods and refine mitigations to be accommodated within the available \$1.366 billion project funding.

Based on continuous dialogue with the Flower Street stakeholders, we undertook a number of studies to review the current design, identified potential refined mitigation measures and alignment refinements.

At the April 2012 meeting, the Board approved a motion amending the project definition to include specific design features, only if they can be completed within the available funding.

- Extend the use of a tunnel boring machine (TBM) under Flower Street to include the area between 4<sup>th</sup> and 5<sup>th</sup> Streets up to the intersection of 5<sup>th</sup> and Flower Streets.
- On Flower Street between 5<sup>th</sup> and 6<sup>th</sup> Streets, where cut and cover is necessary, maintain four travel lanes between 6 a.m. and 8 p.m. during weekdays during the “steady state”, the period between the completion of the decking installation to the commencement of decking removal.
- On Flower Street between 5<sup>th</sup> and 6<sup>th</sup> Streets, maintain no less than two travel lanes between 8 p.m. and 6 a.m., except for those times when further street restrictions are required to facilitate decking installation and removal.
- Require that any public spaces, gardens, plazas, walkways, sidewalks, trees, street furniture, landscaping, hardscaping, or pedestrian areas, including but not limited, to the Library Gardens and the Citigroup Plaza, which are impacted, damaged or altered as a result of construction activity and/or staging, be reconstructed, replanted, repaired and replaced like-for-like at the end of the construction activity in that vicinity.

## Status

The studies performed since February 2012, in consultation with stakeholders, has reaffirmed that the cut and cover method as included in the FEIS/FEIR is the most cost effective solution. It has also been concluded that a mitigation measure related to extending the tunnel using earth pressure balance machines (EPBM) under Flower Street beyond the area between 4<sup>th</sup> and 5<sup>th</sup> Streets and up to the intersection of 5<sup>th</sup> and Flower Streets was technically feasible, with the cost of incorporating this refinement still being developed as value engineering continues.

In addition to continuing to review mitigation measures, undertaking further alignment refinements, cost analysis, including value engineering, we have continued to meet with the Flower Street stakeholders to determine if any further refinements to the existing construction methods can be made to reduce the construction impacts.

One potential refinement currently being discussed with stakeholders is the use of “cover and cut” construction, a variation of cut and cover, which reduces surface impacts on Flower Street between 4<sup>th</sup> Street and the existing 7<sup>th</sup>/Metro Station tail track.

The purpose of this refinement is to reduce construction impacts without increasing the overall cost of the project and to be consistent with the certified FEIS/FEIR. "Cover and cut" would allow excavation of soils from under a temporary concrete deck from a construction shaft north of 4<sup>th</sup> Street, thereby reducing surface impacts between 4<sup>th</sup> Street and the tail track structure at the 7<sup>th</sup>/Metro Center Station. Similar to cut and cover construction, there would still need to be some utility relocations, and the installation/removal of piles and decking between 4<sup>th</sup> Street and the tail track structure at 7<sup>th</sup>/Metro. This refinement is presently being evaluated to determine any cost impact.

### **NEXT STEPS**

We will continue to meet with stakeholders as necessary to finalize the available alignment refinements and associated mitigation measures, progress the value engineering and cost initiatives and update the Board with the findings.

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