



Metro

Los Angeles County
Metropolitan Transportation Authority

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**CONSTRUCTION COMMITTEE
September 20, 2012**

SUBJECT: I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT

ACTION: AUTHORIZATION FOR CHANGE ORDERS

RECOMMENDATION

- A. Authorize the Chief Executive Officer to execute multiple change orders to Contract No. C0882, with Kiewit Infrastructure West Company, for additional construction of the rephased Mulholland Drive Overcrossing, Bridge 22, in the not-to-exceed value of \$3,764,593, increasing the Total Contract Value from \$815,006,202 to \$818,770,795.
- B. Authorize the Chief Executive Officer to execute multiple change orders to Contract No. C0882, with Kiewit Infrastructure West Company, for additional design work of the I-405 Realignment between Stations 1754+00 and 1839+75 including Getty Impacts, in the not-to-exceed value of \$4,431,060, increasing the Total Contract Value from \$818,770,795 to \$823,201,855.
- C. Authorize the Chief Executive Officer to execute multiple change orders in phases to Contract No. C0882, with Kiewit Infrastructure West Company, for additional construction work to mitigate landslide conditions at Retaining Wall 1921, in the not-to-exceed value of \$3,380,000, increasing the Total Contract Value from \$823,201,855 to \$826,581,855.

ISSUE

MULHOLLAND DRIVE OVERCROSSING (ITEM A):

Construction of the Mulholland Drive Overcrossing was originally planned for the northside of the bridge to be demolished prior to the southside of the bridge. However, in order to mitigate Metro-caused impacts, construction was rephased to demolish the southside prior to the northside. Design revisions required for the rephasing resulted in additional Construction costs for the Mulholland Bridge.

I-405 REALIGNMENT AND GETTY (ITEM B):

On December 9, 2010, the Board approved a not-to-exceed value of \$3,000,000 for Design work to realign the I-405 Freeway between Stations 1754+00 and 1839+75, including impacts to the J Paul Getty Trust (Getty) property. However, costs for the Design work will exceed the amount approved by the Board. This action authorizes additional Design costs for the I-405 realignment including Getty impacts.

LANDSLIDE AT RETAINING WALL 1921 (ITEM C)

The Design-Builder reported a Type 1 Differing Site Condition identified as existing landslides between Stations 1922+00 to 1928+00 that were inaccurately shown on the Association of Engineering Geologists (AEG) mapping of this area and were not identified in the bid documents. Further investigation determined that Retaining Wall 1921 needs to be strengthened and two (2) deep landslide masses require mitigation for the long-term stability of the wall and safety of the traveling public.

DISCUSSION

MULHOLLAND DRIVE OVERCROSSING (ITEM A):

Temporary utility relocation work for the Mulholland Bridge was put on hold for several months while the jurisdictional agencies considered Metro's proposed alternate plan to realign Mulholland Drive by shifting the alignment to the south far enough to allow the existing bridge to remain in place while the new bridge was being constructed. This realignment was proposed in order to mitigate construction impacts to the community, and would have enabled the existing bridge to remain in place while the new bridge was being constructed. In addition, it would have eliminated the need for temporary relocation of utilities. Ultimately, the alternate plan was not approved by the local agencies but the time required for its consideration resulted in Metro-caused impacts.

Options were explored to recover the schedule. The most cost-effective option was to rephase demolition and construction of the bridge to perform work on the southside before the northside of the bridge. This change benefits the project by mitigating approximately a four-month delay to the critical path. It saves overhead costs associated with impacts to the critical path, and also saves provisional sum funds slated for temporary utility relocations that were not incurred. This change also benefits the community by allowing full-closure of the I-405 Freeway to take place during the Summer when traffic is lighter. However, the bridge had to be redesigned to accommodate rephasing, which resulted in additional Construction costs.

The Contractor submitted a cost proposal of \$3,764,593 for the additional construction costs. Metro's estimate for the work is \$1,094,000. The parties have not agreed on a price, but the work must proceed in order to avoid schedule impacts. Staff recommends that multiple change orders be issued in phases to authorize the work initially for a not-to-exceed amount of \$1,094,000, and to revise the cost, if necessary, when agreement

is reached. Fact-finding to reach agreement on a fair and reasonable price will take place in accordance with Metro's policies and procedures.

This action will authorize the Chief Executive Officer to issue multiple change orders in phases and concurrently negotiate the change within a not-to-exceed amount of \$3,764,593 for work associated with Construction of the rephased Mulholland Bridge. The schedule impacts and any associated costs have yet to be determined and will be the subject of a separate change order/modification.

I-405 REALIGNMENT AND GETTY (ITEM B):

The base design of the Project required widening of the Northbound I-405 freeway to the East creating a conflict with an existing Metropolitan Water District 96" waterline located in the vicinity of Getty Center Drive. This required that portions of the 96" waterline be relocated to avoid a longitudinal encroachment with the widened I-405 freeway. The alternate Design realigns the freeway between Stations 1806+00 and 1839+75 to the West to avoid relocation of the 96" waterline. It also shifts the centerline of the I-405 freeway to the West between Stations 1754+00 and 1839+75 to allow for the future widening of I-405 south of Getty Center Drive, and the addition of a fifth mixed-flow lane, which impacts the Getty property.

When the Board originally approved this change, identification of the scope was still in process. Preliminary Engineering studies for the realignment had not been completed, and the California Department of Transportation (Caltrans) and the Getty had not reached an agreement on right-of-way issues and mitigation of impacts to the Getty property. The agreement between Caltrans and Getty was not finalized until June 16, 2011.

Additional scope of work identified includes, but is not limited to, widening of the freeway to allow Caltrans to add a 5th mixed flow lane, standard lane widths and shoulders in the Southbound direction between Sunset and the Sepulveda Undercrossing, drainage modifications to handle runoff from the widened freeway, eight (8) added retaining walls/soundwalls and concrete barriers along the Getty property, added lanes on Getty Center Drive, and maintenance vehicle pull-outs for the Los Angeles Fire Department.

The not-to-exceed value of \$3,000,000 previously approved by the Board was based on Metro's Rough Order of Magnitude (ROM) estimate, and was expected to cover multiple change orders for the Preliminary Engineering (PE) 30% Design as well as the 30% through Released for Construction (RFC) plans. This value has been expended as follows:

Change	Description	Value
MOD-9.00	Realign I-405 Freeway Between Stations 1754+00 and 1839+75 – 30% Design	\$ 986,543
MOD-9.01	Realign I-405 Freeway Between Stations 1754+00 and	275,427

	1839+75 Additional ODCS – 30% Design	
CO-22.01	Unilateral - Realign I-405 Freeway Between Stations 1754+-- and 1839+75 – 30% to RFC Design	1,738,030
	TOTAL	\$ 3,000,000

However, the Design-Builder is due additional costs for the 30% to RFC Design work. The Design-Builder’s cost proposal for the 30% to RFC Design totals \$6,169,090, while Metro’s Independent Cost Estimate (ICE) totals \$3,213,846 for this work. Staff recommends that additional change orders be issued in phases to compensate the Design-Builder for the 30% to RFC Design.

The action before the Board is to authorize the Chief Executive Officer to issue additional multiple change orders and concurrently negotiate within an added not-to-exceed value of \$4,431,060 for Design of the I-405 realignment including Getty impacts. This added value is based on the Design Builder’s cost proposal for the 30% to RFC Design totaling \$6,169,090 less the \$1,738,030 issued by Metro under CO-22.01. Fact-finding to reach agreement on a fair and reasonable price will take place in accordance with Metro’s policies and procedures.

LANDSLIDE AT RETAINING WALL 1921 (ITEM C)

Sepulveda Boulevard is being shifted to the west in order to accommodate the widening of the I-405 Freeway and new on and off ramps in the vicinity of the Skirball Center Drive Overcrossing. Retaining Wall 1921 is a soil nail wall approximately 30 feet high and 1000 feet long being constructed on the westside of Sepulveda Boulevard. This is a steep canyon area known historically for surface slope failures. AEG mapping identified existing shallow (1-2 foot thick) slides in the problem areas. However, geotechnical investigations performed by the Design-Builder to verify conditions for design of Retaining Wall 1921 identified two large areas of deep (12-foot) landslide masses behind the wall.

In meetings with the City of Los Angeles, it was determined that for safety reasons the slope needed to be mitigated to a 2:1 slope. This involves grading an expansive area behind the wall for approximately 200 vertical feet, excavating benches every 30-40 feet for slope stability, and adding drainage down the hillside. Construction will be challenging due to the difficulty in accessing the steep canyon slope, and the proximity to Sepulveda Boulevard. Temporary closures of Sepulveda Boulevard will be necessary to protect the public from falling debris during construction. In addition, Retaining Wall 1921 will be strengthened for long-term stability of the wall.

The Design-Builder has not yet submitted a cost proposal for this construction work. However, grading work must start in order to avoid schedule impacts. Staff recommends that change orders be issued in phases to authorize the start of work based on Metro’s rough order of magnitude estimate of \$3,380,000 for grading and

revisions to the wall. When the Contractor's cost proposal is received, fact-finding to reach agreement on costs will take place in accordance with Metro's policies and procedures.

This action will authorize the Chief Executive Officer to issue multiple change orders in phases and concurrently negotiate the change within a not-to-exceed amount of \$3,380,000 to mitigate the landslide conditions at Retaining Wall 1921.

DETERMINATION OF SAFETY IMPACT

The changes identified in this board report will improve safety of the overall I-405 at completion.

FINANCIAL IMPACT

The total value of \$11,575,653 in funding for these three (3) changes is included in the FY13 budget in cost center number 8510, Construction Contracts/Procurement under Project 405523, I-405 Sepulveda Pass Widening Projects, account 53101, Acquisition of Buildings and Structures.

As of May 31, 2012, \$543.6 million has been expended on right-of-way, design, construction, and project labor. The cost impact of this modification is within the revised Life of Project (LOP) budget.

Since this is a multi-year capital project, the Executive Director, Transit Project Delivery, will be responsible for budgeting in future years.

IMPACT TO BUS AND RAIL OPERATING AND CAPITAL

The source of funding for this work is FHWA funds, State of California Department of Transportation funds, and Local matching funds. These funds are not eligible for bus and rail operating and capital projects.

ALTERNATIVES CONSIDERED

MULHOLLAND DRIVE OVERCROSSING (ITEM A):

Consideration was given to performing the work as originally planned. However, costs associated with the temporary relocation of utilities and schedule impacts were estimated to be 2-3 times the cost of this change. Moreover, delay to the schedule would have precluded the demolition and full-closure I-405 during the summer months,

when traffic is lighter and there are fewer conflicts with events at local schools, UCLA, and other venues.

I-405 REALIGNMENT AND GETTY (ITEM B):

Alternatives were considered for this modification prior to selection of the revised alignment during the Design process. The selected alignment, real property issues, and elements of work were agreed between Caltrans and the Getty during protracted discussions prior to signing of a Memorandum of Understanding.

LANDSLIDE AT RETAINING WALL 1921 (ITEM C):

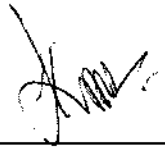
Staff consulted with the Design-Builder and the City of Los Angeles to explore options for the deep landslide conditions at this location. It was determined that mitigation of the landslide conditions was required to protect the traveling public and prevent future maintenance problems on Sepulveda Boulevard. Several alternatives were considered, including adding a debris fence, adding a second wall to catch falling debris, as well as other grading options. The 2:1 grading option was chosen as the preferred alternative.

The Board may reject any or all of these proposed changes pending resolution of cost issues between Metro and the Design-Builder, however that will delay the Project and the Design-Builder will seek other contractual or legal remedies.

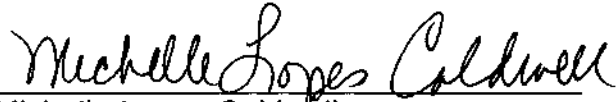
ATTACHMENT(S)

- A. Procurement Summary
- B. Contract Modification Authority (CMA) Summary

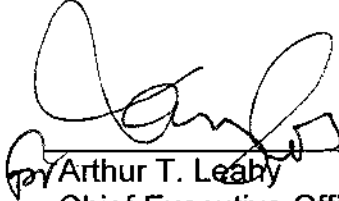
Prepared by: Michael A. Barbour
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Krishniah N. Murthy
Executive Director
Transit Project Delivery



Michelle Lopes Caldwell
Chief Administrative Services Officer



for Arthur T. Leahy
Chief Executive Officer

PROCUREMENT SUMMARY

I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT

1.	Contract Number: C0882	
2.	Recommended Vendor: Kiewit Infrastructure West Co.	
3.	Type of Procurement (check one) : <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP – A&E <input type="checkbox"/> Non-Competitive <input checked="" type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: October 10, 2008	
	B. Advertised/Publicized: September 4, 2008	
	C. Pre-proposal/Pre-Bid Conference: September 22, 2008	
	D. Proposals/Bids Due: February 20, 2009	
	E. Pre-Qualification Completed: September 11, 2008	
	F. Conflict of Interest Form Submitted to Ethics: February 24, 2009	
	G. Protest Period End Date: April 30, 2009	
5.	Solicitations Picked up/Downloaded: 84	Bids/Proposals Received: 1
6.	Contract Administrator: Mary Driscoll	Telephone Number: (310) 846-2363
7.	Project Manager: Michael Barbour	Telephone Number: (310) 846-3522

A. 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. Bid 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.

In previous actions before the Board, the Board approved Contract Modification Authority (CMA) for C0882 totaling \$114,834,308. Board approval of the recommended actions will increase the CMA by \$11,575,653. This will bring the revised CMA to \$126,409,961. An amount not-to-exceed \$112,370,175 has been allocated to date for changes (committed and/or estimated), including the three (3) changes that are the subject of the current recommended Board actions. See Attachment B for details.

B. 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. Following award, Kiewit Pacific Co. informed Metro that the name of the entity performing the work has been changed to Kiewit Infrastructure West Company.

C. Evaluation of Proposals

The recommended not-to-exceed price for these changes is in compliance with Metro Procurement Policies and Procedures, as described below.

D. Cost/Price Analysis Explanation of Variances

The final negotiated amount will comply with all requirements of Metro Procurement policies and procedures, including fact-finding, clarifications, cost analysis, technical evaluation, and negotiations to determine a fair and reasonable price before the change is executed.

Item	Proposal Amount	Staff Estimate	Recommended Not-to-Exceed Amount
A	\$3,764,593	\$1,094,000	\$3,764,593
B	\$6,169,090	\$3,019,97	\$4,431,060
C	TBD	\$3,380,000	\$3,380,000

E (1). Small Business Participation (Design)

DISADVANTAGED BUSINESS COMMITMENT	14% DESIGN	CURRENT DISADVANTAGED BUSINESS PARTICIPATION	45.26% DESIGN
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Kiewit Infrastructure West Company made a 14% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment for Design at the time of contract award. Based on the current amount paid-to-date to Kiewit, the DBE subcontract commitment is 37.35%. Current DBE participation¹ based on total actual amount paid-to-date to Contractor and total actual amount paid to date to DBE firms is 45.26% and ten (10) DBE subcontractors that have performed to-date.

Current Contract Amount²	\$ 64,888,412
Total Actual Amount Paid to Date to Prime	\$ 53,548,447
Total Actual Paid to Date to DBEs	\$ 24,235,692

DBE Subcontractors	Status	Current Commitment	Current Participation
1. B.A, Inc. (formerly Bullock & Associates)	Performing	14.92%	18.08%
2. Earth Mechanics	Performing	2.74%	3.32%
3. FPL & Associates	Performing	6.62%	8.02%
4. Valle & Associates	Performing	11.75%	14.24%
5. C2PM	Withdrawn	0.13%	0.16%
6. AP Engineering & Testing	Performed	0.15%	0.19%
7. Jet Drilling	Performing	0.20%	0.24%
8. IDC Consulting Engineers	Performing	0.33%	0.40%
9. Diaz Yourman	Performing	0.01%	0.02%
10. Lynn Capouya, Inc.	Performing	0.50%	0.61%
	TOTAL	37.35%	45.26%

¹Current Participation = Total Actual Amount Paid-to-Date to DBE Subs ÷ Total Actual Amount Paid-to-Date to Prime

²Current Contract Amount = Original Contract Amount + Contract Cost Modifications

E (2). Disadvantaged Business Participation (Construction)

DISADVANTAGED BUSINESS COMMITMENT	25% CONSTRUCTION	CURRENT DISADVANTAGED BUSINESS PARTICIPATION	3.70% CONSTRUCTION
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Kiewit Infrastructure West Company made a 25% Disadvantaged Business Enterprise (DBE) Anticipated Level of Participation (DALP) for Construction at the time of contract award. Kiewit has awarded 40 DBE subcontracts and has a current commitment of 6.13%. Based on the total amount paid-to-date to Kiewit, the total actual amount paid-to-date to DBE subcontractor participation is 3.70%. DBE participation will increase as payments are made against existing commitments. Kiewit is expected to continue ongoing outreach and good faith efforts to meet their DBE contract commitment.

Current Contract Amount²	\$622,372,031
Total Actual Amount Paid to Date to Prime	\$318,588,169
Total Actual Paid to Date to DBEs	\$11,729,319

DBE Subcontractors	Status	Current Commitment	Current Participation
1. A&M Gentry Trucking	Performing	0.14%	0.14%%
2. AC Dike Co.	Performing	0.00%	0.00%
3. Advanced Technology Laboratory	Performing	0.07%	0.02%
4. Allied Environmental - Did not perform CUF	Performed	0.02%	0.02%
5. Advantage Demolition & Grading, Inc.	Performing	0.03%	0.03%
6. AP Engineering and Testing	Performing	0.02%	0.02%
7. Arco Trucking	Performing	0.07%	0.07%
8. Axiom	Performing	0.02%	0.02%
9. Blue Heaven Trucking	Performing	0.01%	0.01%
10. California Grinding Specialties dba Austin Enterprises	Performing	0.03%	0.01%
11. Cindy Trump, Inc.	Performing	0.27%	0.19%
12. Clean Up America	Performing	0.13%	0.13%
13. Columbo Trucking	Performing	0.00%	0.00%
14. Deborah Dyson Electrical	Performing	0.03%	0.03%
15. Environmental Treatment & Tech, Inc. dba Advanced Technology, Inc.	Performing	0.07%	0.02%
16. Esparza's Welding & Machine Shop	Performing	1.38%	0.50%
17. Etzalan Trucking	Performed	0.11%	0.11%
18. First Fuel, Inc.	Performing	1.28%	0.00%
19. G&F Concrete Cutting	Performing	0.68%	0.68%

DBE Subcontractors	Status	Current Commitment	Current Participation
20. Galvin Preservation Associates, Inc.	Performing	0.00%	0.00%
21. Global Business Solutions	Performing	0.13%	0.12%
22. Integrity Rebar Placers	Performing	0.14%	0.09%
23. Julie-Rene's Cleaning Service	Performing	0.02%	0.02%
24. Lange Group, Inc.	Performing	0.13%	0.13%
25. Lightcap Industries, Inc.	Performing	0.05%	0.05%
26. Lindy Coldplaning	Performing	0.01%	0.01%
27. Leinaia's Transportation	Performing	0.02%	0.02%
28. Los Angeles Signal	Performing	0.07%	0.01%
29. Morgner Construction	Performing	0.14%	0.12%
30. National Group Security	Performing	0.24%	0.24%
31. O.C. Vacuum	Performing	0.71%	0.71%
32. Ortiz Asphalt Paving	Performing	0.01%	0.01%
33. Pacrim Engineering	Performing	0.05%	0.05%
34. Precon Products	To Perform	0.00%	0.00%
35. Rivera Trucking	To Perform	0.00%	0.00%
36. Sand Material & Aggregate Sales, Inc. dba S M Sales	Performing	0.4%	0.4%
37. Strive Concrete	Performing	0.01%	0.01%
38. Ultra Systems	Performing	0.01%	0.01%
39. Villaueva & Son's Trucking	Performing	0.03%	0.07%
40. Vision Trucking	Performing	0.00%	0.00%
TOTALS		6.13%	3.70%

F(1) Design Subconsultants – All

	Design Subconsultants	Scope of Work
1	American Integrated Services	Waste Disposal Services
2	AP Engineering & Testing (DBE)	Engineering and Lab Testing Services
3	Applied Research Associates, Inc.	Geotechnical Engineering Services
4	B.A., Inc. (formerly Bullock & Associates) (DBE)	Utility Design - Data Sheets
5	Belshire Environmental Service	Transport and Dispose of Waste Drums
6	C ₂ PM (DBE)	Document Control Services
7	Cascade Drilling	Drilling & Sampling Services for Geotechnical Exploration
8	Cell-Crete	Structural Design for Animal Crossing
9	CH2M Hill	CADD Services
10	Corrpro	Corrosion Engineering Services
11	Crux Subsurface	COBOL and Logging Services for Boreholes

	Design Subconsultants	Scope of Work
12	Diaz-Yourman (DBE)	Peer Review landslid issue at RW 2004
13	Dot.Dat	Data Input of Boring Logs
14	Drill Tech Drilling and Shoring	Working/Design Drawings
15	Earth Consultants	Peer review landslide issue at RW 2004
16	Earth Mechanics, Inc. (DBE)	Geotechnical Services for Bridge Portion of Project
17	Enviro-Chem	Environmental Lab Testing
18	FPL & Associates (DBE)	Highway Metering, Lighting, ITS and Freeway Sign Plans
19	Geovision	Geophysical Investigation
20	Greenmeme	Design Aesthetic Finish for Walls 1720 & 1730
21	HNTB Corporation	Designer
22	IDC Consulting Engineers (DBE)	Structural Independent Check - Bridge
23	Jet Drilling (DBE)	Drilling & Sampling Services
24	Kehoe Testing & Engineering	CPT Sounding Services
25	Kleinfelder West, Inc.	Geotechnical Services
26	Lynn Capouya, Inc. (DBE)	Design Landscape, Planting and Irrigation
27	Malcolm Drilling Co Inc.	Micro-Pile Plans
28	Middle Earth Geo Testing	Cone Penetration Services for Geotechnical Site Investigation
29	Pacific Drilling	Boreholing for Geotechnical Site Investigation
30	PB&A	Peer Review for Retaining Walls
31	PQM	Prepare QA/QC Program
32	Psomas	Mobil LIDAR Scanning of NB and SB Sections of I-405 Mainline Pavement & Retaining Walls
33	Schnabel	Design Tie-Back Retaining Walls 1720 & 1730
34	Schiff	Identify and Mitigate Corrosive Soils
35	Simply Stated (Kathy Hamilton)	Technical Editing and Writing Services
36	SoCal Drilling	Drilling & Sampling Services for Geotechnical Borings
37	SSL	MSE Wall Working Plans
38	SubSurface Survey & Associates	Underground Utility Geophysical Location Services
39	Towill Corporation	Produce Microstation map files
40	Unison Electric	J Paul Getty Utility Relocation
41	Valle & Associates (DBE)	Design for Local Street Improvements
42	WH Pacific	Mobil LIDAR Scanning and Data Reduction Services

	Design Subconsultants	Scope of Work
43	WKE	Structural Design of Bridges
44	Zeiser Kling	Lab Testing Services

F(2) Construction Subcontractors – All

	Construction Subcontractors	Scope of Work
1	A&M Gentry Trucking (DBE)	Trucking Services, onsite/offsite backfill haul trucking operation
2	A&S Cement Contractors	Minor Concrete at Sunset Bridge
3	AC Dike (DBE)	Place Asphalt
4	Accu Bore	Direction Drilling & Installation of Conduits Under Roadways
5	ACL Construction	Concrete Barrier Rails
6	Advantage Demolition & Grading, Inc. (DBE)	Demolition of Residential Structures
7	Advocet	Aerially-Deposited Lead (ADL) Investigations
8	Alfred D Foley, Foley Construction Services	Quality Assurance Consulting Services
9	Allied Environmental	Aerially-Deposited Lead (ADL) Investigations
10	AllState Boring	Pipe Jacking and Boring
11	American Integrated Services	Aerially-Deposited Lead (ADL) Investigations
12	AmeriSci Los Angeles	Asbestos & Lead Paint Analytical Services
13	Anderson Drilling	Drill Shafts for CIDH Pile Installation
14	A.P. Engineering & Testing (P.O.) (DBE)	Test Samples - MSE Walls
15	Arc-Lyte Welding	Erect and Weld Column Casings
16	Arco Trucking (DBE)	Trucking
17	ASTI Transportation Systems	AWIS Equipment & Software
18	ATC Associates	Hazardous Assessment for Bridges
19	Avar Construction Systems	Shotcrete Placement
20	Avocet	Aerially-Deposited Lead (ADL) Investigations
21	Axiom (DBE)	Temporary Striping Inspection & Construction Area Sign Inspection
22	Behrens and Associates	Construction Sound Monitoring
23	Big John's Custom Pools	Relocation of Residential Pool Equipment
24	Blois Construction	Underground Utilities Verizon/AT&T Conduit, Sanitary Sewer Encasement
25	Blue Heaven Trucking (DBE)	Trucking Services

	Construction Subcontractors	Scope of Work
26	Bragg Crane and Rigging Co.	Steel Girder & Metal Deck Erection
27	Brutoco Engineering & Construction	Bridge Construction
28	C&W Construction Specialties	Fence & Guard Railing
29	Cal Neva	Supply Bearing Pads
30	California Cold Planing	Cold Planer Rental for Grinding Asphalt
31	California Grinding Specialties dba Austin Enterprises (DBE)	Saw Concrete Pavement/Seal Pavement Joints
32	Cell-Crete Corp	Construct Animal Crossing
33	Cemex, Inc. dba Cemex Construction Materials Pacific, LLC	Supply Ready-Mix, Slurry & Jointed Plain Concrete Paving (JPCP)
34	Chambers Group, Inc	Plant Survey, Tree Inventory, Jurisdiction Delineation
35	Clean-Up America (DBE)	Containers
36	Cindy Trump, Inc. (DBE)	Cold Planing/Asphalt Milling
37	CMC Steel Fabricators Inc. dba CMC Regional Steel	Furnish & Install Reinforcing Steel
38	Coffey Environmental	Air Monitoring & Asbestos Pipe Removal
39	Coffman Specialties	JPCP & LCB Phase II
40	Columbo Trucking (DBE)	Trucking
41	Cooper Engineering, Inc.	Installation of Type 60 Concrete Barrier Rail
42	CorrPro Companies	Cathodic Protection
43	Con Fab	Install Precast Girders; Supply Pre-cast Deck Panels
44	Concrete Coring Company	Rock Drilling/Core Drilling/Concrete Saw Cutting, Chipping, & Roughing
45	Conestoga-Rovers & Associates	SWPPP & SPCC Plans
46	Crest Steel	Supply H-Pile
47	Crosstown Electrical & Data, Inc.	ITS Equipment & Devices
48	Crown Fence	Install Fences & Gates
49	CTI Environmental, Inc. (WBE/MBE)	ADL Haul-off/Disposal; Bird/Bat Management/Control
50	Culver Group	ADL Haul-off/Disposal
51	D H Charles Engineering	Design/Detailing Services
52	Dale Hinkle	Geotechnical Analysis
53	Dayton Certified Welding	Certified RIG Welders
54	Deborah Dyson Electrical (DBE)	UG Power Service Feed/Residential Electrical
55	Delcan	Caltrans IT Software
56	Dezurik	Butterfly Valves
57	Diverscape Inc. dba Diversified Landscape Co.	Vegetation Control/Weed Abatement
58	Diversified Asphalt	Place Asphalt Emulsion Tack Coat

	Construction Subcontractors	Scope of Work
59	Drill Tech Drilling & Shoring, Inc.	Install Permanent & Temporary Soil Nail Walls
60	Elmore Pipe Jacking	Jack & Bore
61	Environmental Treatment & Tech, Inc. dba Advanced Technology, Inc. (DBE)	Analytical Support Services; Stormwater Sample Analysis
62	EW Corporation dba Esparza's Welding & Machine Shop (DBE)	Supply Steel Beams
63	Eztatlan Trucking (DBE)	Trucking Services
64	FBD Vanguard Construction, Inc.	Jointed Plain Concrete Paving (JPCP)/& Lean Concrete Base (ICB)
65	First Fuel, Inc. (DBE)	Supply Clear & Dyed Diesel
66	Foundation Pile	Drive HP Steel & PCC Concrete Pile
67	G&F Concrete Cutting (DBE)	Mobilization (Pre-construction) Saw-Cutting; Concrete Saw Cutting, Rock Drilling, Roughening of Surface
68	Galvin Preservation Associates, Inc. (DBE)	Historical Recordation of Mulholland Bridge
69	Global Business Solutions (DBE)	Document Control Services
70	Graffiti Control Systems	Graffiti Cleanup
71	Griffith Company	Retrofit, Structural Bridges, Excavation, Backfill, Misc Bridge Metals, Misc Demo
72	H&L Dump Service (DBE)	Trucking
73	Harber Companies, Inc.	Concrete Saw Cutting, Concrete Grind
74	Hydrosprout, Inc.	Hydro Mulching/Hydro Seeding
75	Infra-Structures Aggregates, Inc.	Furnish & Delivery Sand & Rock, Provide Onsite Crushing
76	Integrity Rebar Placers (DBE)	Structural & Masonry Wall Rebar
77	Jack Barry & Associates, Inc.	Vibration & Noise Consulting & Monitoring
78	JM Turner Engineering, Inc.	Engineering, Consulting, & Detailing
79	Julie-Rene's Cleaning (DBE)	Project Office Janitorial Services
80	Koppl	Pipe Tapping Services
81	L Johnson Construction Inc.	Masonry Walls
82	Lange Group, Inc. (DBE)	Excavate/Haul Z3 Material
83	Leinaia's Transportation (DBE)	Trucking Services
84	Lightcap Industries, Inc., dba JC Supply & Manufacturing (DBE)	Manufacture/Supply Epoxy-Coated Dowels & Tie Bars
85	Lindy's Cold Planing (DBE)	Asphalt Grinder
86	Los Angeles Signal Construction, Inc. (DBE)	Furnish/Install Traffic Loops
87	LVI Environmental Services, Inc. dba LVI Facility Services	Remove/Dispose Hazardous Materials from Residential Structures
88	Malcolm Drilling	CIDH Piles & Solder Piles
89	Mass Electric Co.	Electrical Construction Services

	Construction Subcontractors	Scope of Work
90	Matt Chlor	Disinfect Pipe
91	McCain, Inc.	Lighting, ITS, & Traffic Signal Supply
92	Morgner Technology Management dba Morgner Construction Management (DBE)	Preconstruction Survey
93	Morris Engineering	Temporary Falsework/Shoring Design Consultant
94	National Group Security (DBE)	Unarmed Site Security
95	Nor Cal Pipeline	CCTV/Sewer Clean
96	Northwest Excavating, Inc.	Relocation of AT&T and Verizon Services
97	Northwest Pipe Co.	Supply CML Pipe
98	O.C. Vacuum Environmental Service (DBE)	Bin Maintenance/Haul-off/Disposal
99	Ortiz Asphalt (DBE)	Yard Development - AC Paving
100	Pacific Coast Steel	Supply/Install Concrete Reinforcing Steel
101	Pac Rim Engineering (DBE)	Cantilever Temporary Shoring Design
102	Pavement Recycling	Grind Asphalt
103	PB&A, Inc.	Soldier Pile/Tie-Back Shoring Design
104	Penhall Company	Bridge/Ramp Demolition and Haul Off, Sawcutting
105	Pre-Con Products (DBE)	Supply 48-inch Sewer Manhole Shaft Material
106	Redlands Transport, Inc. (DBE)	Trucking - Equipment & Supplies
107	Reinforced Earth Company	Design and Fabrication MSE Wall Panels
108	Reycon	Install CMU Block
109	Rialto Concrete	Furnish & Deliver Concrete Pipe
110	Rivera Trucking (DBE)	Transport Rock, Sand, Gravel, Asphalt, and Dirt
111	RMA Group	Off-Site Testing for MSE Walls/On-Site Testing for Ductbank
112	Robert B Longway	CIP Storm Drains & Catch Basins
113	Royer Engineering	Lead Based Paint & Asbestos Surveys
114	Sand Material & Aggregate Sales, Inc. dba S M Sales (DBE)	Supply & Deliver CLII & CLIII
115	Schaf Photo	Location Photograph
116	Seven Elk Ranch	Tree Survey
117	Smith Monroe Gray	Engineering Design, Consulting, & Detail Services
118	Southern Inspection, Inc.	NDE & NDT Testing of Fabricated Girders
119	SSL	Supply Precast Panels
120	Statewide Safety & Signs, Inc. (formerly Flashco, Inc.)	Traffic Management

	Construction Subcontractors	Scope of Work
121	Sterndahl	Striping
122	Steve Bubalo Construction Company, Inc.	UG Utilities - Sanitary Sewer; Portable Crushing
123	Strive Concrete (DBE)	Sawcutting
124	Techno Coatings, Inc.	Abrasive-Blast & Zinc-Coat Column Casings
125	Techntonex Corp. dba Precision Shotcrete Innovations	Top of Wall Gutters & V-Ditches
126	Traffic Solutions, Inc.	Overhead & Roadside Signs
127	UG Utilities	Verizon/AT&T Communications Conduit, Sanitary Sewer Encasement
128	Ultrasystems Environmental (DBE)	Noise Abatement Plan
129	Ultra Welding	Pipe Welding
130	Unison Electric	Demolition and Temporary Relocation of Utilities
131	United Pumping	Emergency Response Crew & Equipment
132	US Demo	Tree Removal & Clearing
133	Villanueva Trucking (DBE)	Trucking
134	Vision Trucking (DBE)	Trucking
135	WA Rasic	Sanitary Sewer Work
136	Western Paving Constructors, Inc.	Hot Mix Asphalt Paving

CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY

C0882 DESIGN BUILD CONTRACT

MOD or CN/CO	Description	Value
MOD 1	I-405 Provisional Sum Fund Adjustment - Utility Work	\$0
MOD 2	TP # (Utilities) Changes to Design Builder Requirements	\$0
MOD 3	Revision to Technical Provisional 19 (TP 19)	\$0
MOD 4	Revisions to Contract C0882 Article 9.5(d)(2)(A)	\$0
MOD 5	I-405 Provisional Sum Fund Adjustment - Hazardous Material	\$0
MOD 6	Cancelled	\$0
MOD 7	Cancelled	\$0
MOD 8.01	Widening of Sepulveda Between Station 1719+75 and 1756+50 and Design Options 1720 and 1730 Retaining Walls - Design	\$1,404,158
MOD 9.01	Realign I-405 between Stations 1754+00 and 1839+75 - 0-30% Design (See CN/CO-22 for 30% to RFC Design)	\$1,261,970
MOD 10	Realign Mulholland Drive - Design	\$825,556
MOD 11.01	Study to Determine Future Alignment Between Getty Center Drive and Sunset	\$99,542
MOD 12.02	Revision of Base TOPO Drawings/Reversible Lane Temporary Lights and Signals	\$180,643
MOD 13	I-405 Provisional Sum Adjustment - Local Area Drainage	\$0
MOD 14	I-405 Provisional Sum Adjustment - Schedule C Item 7 (Hazardous Material)	\$0
MOD 15	Artists Project Renderings	\$111,052
MOD 16	I-405 Provisional Sum Adjustment - Schedule C- Utility Work	\$0
MOD 17	SWPPP Compensation	\$6,998,666
MOD 18.02	Sunset Bridge 16 Foundation Redesign (to accommodate temporary shoring)	\$157,325
MOD 19	Traffic Calming Measures - Installation of Speed Bumps at Rosamare	\$38,654
MOD 20	Acceleration of Demolition of Mulholland Drive Overcrossing - Opening Full Freeway Closure Early	\$300,000
MOD 22	Unilateral - Construct I-405 Realignment between Stations 1754+00 and 1839+75 including Getty Center Improvements - Area 5	\$27,300,000
MOD 23	City of Los Angeles Reversible Lane Project - Overlapping Areas	\$2,600,000
MOD 24	Title 23 CFR 635.410 Buy America Certificate	\$0
MOD 25	Unilateral - Provisional Sum Credit for Utility Work	(\$16,750,000)

MOD or CN/CO	Description	Value
MOD 26	Unilateral - Construct Sepulveda Widening from Montana to Church, including Walls 1720, 1730, and 1746	(\$4,057,000)
MOD 27	Betterment LADWP Conduits at Mulholland Bridge	\$1,733,163
MOD 28	Increase Schedule C Provisional Sum Value	\$39,950,000
MOD 29	Design to Widen the Eastside of Sepulveda Boulevard South of Wilshire Boulevard	\$136,166
MOD 30	Design Change to Wilshire Boulevard West of I-405 Based on County of LA Comments	\$143,653
MOD 31	Increase Schedule C Provisional Sum Value	\$16,550,000
MOD 32	Design to Mitigate the Landslide Condition at Wall 1868 Station 1879+20 - Bel Air Crest	\$285,657
MOD 38	Design Work Performed Prior to Cancellation of Mission Dump Road Relocation	\$8,252
Subtotal MODs		\$79,277,458
CN/CO 10.03	Unilateral - Construct Soundwall #104 Associated with Height and Limit Revisions	\$304,285
CN/CO 14.02	Unilateral - Redesign Bridges 10 and 11	\$1,192,985
CN/CO 22.01	Unilateral - Realign I-405 Freeway between Stations 1754+00 and 1839+75 - 30% to Released for Construction (Design Only)	\$1,738,030
CN/CO 26	Unilateral - Segment 3 Drainage Repairs in Caltrans ROW (at Station 1900, 1905 and 1884+50)	\$132,950
CN/CO 31	Furnish and Install Sunset Bridge 16 Temporary Shoring	\$188,153
CN/CO 32.02	Unilateral - Redesign Mulholland Drive (Bridge 22) to Rephase Demolition and Construction	\$837,435
CN/CO 35	Additional Construction Work Due to the Rephasing of Mulholland Drive OC Demolition (This Board Action)	\$3,764,593
CN/CO 39.02	Unilateral - Design Extension of the Auxiliary Lane on Sepulveda Blvd Between the New SB Skirball Ramps and Skirball Bridge - Auxiliary Lane	\$77,789
CN/CO 42	Furnish and Install Type 1 GRS Power Conduit for Caltrans Lighting Facilities	\$2,248,245
CN/CO 45	Design and Furnish a Sign at the Salvation Army	\$171,656
CN/CO 46	Unilateral Phase 1 Redesign - Southern Portion of Northbound Getty Center Drive On-Ramp (Eastside) to Avoid Giro Property Easement	\$411,597
CN/CO 49.01	Unilateral - Westbound Dual-Left Turn on Mulholland Drive	\$94,483
CN/CO 52.01	Unilateral - Design to Add Dual Left-Turn Lanes on Sepulveda Boulevard to Wilshire Boulevard	\$21,616
CN/CO 53.01	Unilateral - Design Extension of Auxiliary Lane on Sepulveda Between the New SB Skirball Ramps and Skirball Bridge -RT-Turn Lane of the City Reversible/Bike Lane	\$128,402
CN/CO 54	Unilateral - Demolish and Remove Veterans Administration Storage Shed in Work Zone of Wall 1675	\$31,492

MOD or CN/CO	Description	Value
CN/CO 55.01	Unilateral - Construct Bridges 10 and 11 Redesign	\$3,612,000
CN/CO 57	Unilateral - Construct Removal of Landslide at Wall 1868 Station 1879+20 (Bel Air Crest)	\$1,671,608
CN/CO 60.01	Unilateral - Construct Design of Soundwall #104 Height and Limit Revisions	\$169,135
CN/CO 63	Unilateral - Design Change to Southbound On-Ramp from EB Wilshire due to Solar Panel Conflict	\$21,783
CN/CO 64	Unilateral - Redesign and Construction of the Overhead Sign Pedestal Foundation at Wall 1782 South of Getty Center Drive	\$60,000
CN/CO 65	Unilateral - Construct Redesign Southbound On-Ramp from EB Wilshire due to Solar Panel Conflict	\$96,622
CN/CO 66	Unilateral - Redesign W-1836 at Giro Property, Perform Traffic Study, and Prepare Signal Plan	\$72,124
CN/CO 68	Unilateral Design to Remove Landslide and Slope Mitigation Above Wall 1921	\$234,674
CN/CO TBD	Caltrans Drainage Maintenance and Repair	\$8,000,000
CN/CO TBD	Additional Work - Realign I-405 Freeway between Stations 1754+00 and 1839+75 including Getty Impacts - Design Only (This Board Action)	\$4,431,060
CN/CO TBD	Grading to Mitigate DSC Landslide Conditions at Retaining Wall 1921 (This Board Action)	\$3,380,000
Subtotal CN/COs		\$33,092,717
TOTAL MODS AND PENDING CHANGES TO DATE (Including this recommended action)		\$112,370,175
CMA AUTHORIZED BY THE BOARD		\$114,834,308
INCREASED CMA THIS RECOMMENDED BOARD ACTION		\$11,575,653
TOTAL CMA INCLUDING THIS RECOMMENDED ACTION		\$126,409,961
REMAINING CMA FOR FUTURE CHANGES		\$14,039,786