



Metro

Los Angeles County
Metropolitan Transportation Authority

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**CONSTRUCTION COMMITTEE
FEBRUARY 20, 2014**

**SUBJECT: I-5 SOUTH HOV WIDENING FROM I-605 TO ORANGE COUNTY LINE
(FUNDING AGREEMENT NO. MOU.P0004292 & MOU.P0006376A)**

ACTION: AUTHORIZE PROGRAMMATIC CONTRACT MODIFICATIONS

RECOMMENDATION

- A. Authorize a programmatic Contract Modification (a.k.a. Cost Change Orders, CCO) for a change in the Soundwall Block by Caltrans for the I-5 South HOV Widening from the I-605 to the Orange County Line (OCL) under Funding Agreement No. MOU.P0004292 and MOU.P0006376A in the amount of not to exceed \$3,500,000 without an increase in the project budget to continue construction and minimize project delays.
- B. Authorize a programmatic Contract Modification (a.k.a. Cost Change Orders, CCO) for Segment 4 construction contract to address the dense soil conditions in this segment of the I-5 South HOV Widening from the I-605 to the Orange County Line (OCL) under Funding Agreement No. MOU.P0004292 in the amount not to exceed \$3,000,000 without an increase in the project budget to continue construction and minimize project delays.

ISSUE

Metro provides programming and partial funding for the I-5 South HOV Widening, from the I-605 to OCL, through two MOU Funding Agreements with the State of California, Department of Transportation (Caltrans). While the construction contract is administered by Caltrans, Metro, as a funding agency, works closely with Caltrans to monitor the contract progress and keep contract modifications to a minimum. Per the Staff Delegations of Contract Action Approval and Award Authority Memo, dated February 23, 2010, contract modifications exceeding \$500,000 require Board authorization.

The programmatic contract modifications identified in this Board Report would allow Metro staff to award individual CCOs, not to exceed amount of \$3,500,000, required to continue construction of the soundwalls and a not to exceed amount of \$3,000,000 to address the dense soil conditions in Segment 4. The construction of the soundwalls is in different phases of the construction schedule, which is the rationale for the programmatic contract modification. The cumulative cost of these change orders does not exceed the project's contingency funds and therefore does not require an increase in the overall project budget defined in the Funding Agreement.

DISCUSSION

The I-5 South HOV Widening project is divided into five segments and the Carmenita interchange project, for a total of six segments:

Segment 1: Widen I-5 HOV/Alondra Boulevard Bridge
Segment 2: Widen I-5 HOV/Valley View Avenue Bridge
Segment 3: Widen I-5 HOV/Rosecrans Avenue and Bloomfield Avenue Bridges
Segment 4: Widen I-5 HOV/Imperial Highway and Pioneer Boulevard
Segment 5: Widen I-5 HOV/Florence Avenue Interchange
Carmenita: Widen I-5 HOV/Carmenita Road Interchange

This board report involves all the segments, with exception of Segment 2 and 5 which are not currently in construction.

The first cost change order (CCO) is for a soundwall design change for all segments of the Project that are currently in construction. The specifications in the advertisement for construction of the soundwalls listed a precision block (Attachment B: I-5 South Soundwall Block Specifications). However, the 2006 I-5 South Corridor Aesthetic Master Plan, approved by the corridor cities and participating agencies (Attachment A: I-5 South Aesthetic Theme and Concepts Committee Roster), stipulated the use of a split face block. Caltrans will need additional funds in order to honor the communities' agreement on the design of the soundwalls. The exact amount for the cost to implement the soundwall design change has not been determined by Caltrans. However, Caltrans and Metro have estimated that the cost will not exceed \$3,500,000.

The total cost of the programmatic CCO exceeds the current staff delegation of contract action approval and award authority, and therefore requires Board authorization. The programmatic CCO however, does not require an increase in the overall project budget, as it will be funded by the project contingency budget. Authorization of the programmatic CCO for the soundwall design change, in an amount not to exceed \$3,500,000, will allow Caltrans to complete the work on the soundwalls through the approval of individual administrative CCOs under the programmatic authority. Staff will report back to the Board on the approval of individual CCOs under this programmatic CCO authority.

Segment 4 CCO's are to address unexpected dense soils throughout this segment. As a result of the soil conditions, the contractor for this segment has already experienced delays in the construction of three retaining walls. The contractor has already submitted a claim for one of the walls for the cost of pile cut-off and loss of productivity and has submitted a Notice of Potential Claim (NOPC) for the remaining three walls for the same effort. Caltrans Management and Structure Design units are reviewing mitigation options for the hard soil conditions; options include switching to steel piles or shortening the concrete piles about five feet. Either option could lead to capital/support cost and schedule impacts.

Authorization of the programmatic CCO for the dense soil conditions in an amount not to exceed \$3,000,000 will allow Caltrans to complete the pile driving work. The total

cost of the CCO does not require an increase in the overall budget as it will be funded by the project contingency budget. Staff will report back to the Board on the approval of individual CCOs under this programmatic CCO authority.

DETERMINATION OF SAFETY IMPACT

There is no impact to safety by approving this action.

FINANCIAL IMPACT

Funding of \$99,000,000 for FY14 for this project is included in Account 54001 Subsidies to Others, in cost center 0441, under project number 410001 Freeway, Task 4292. The changes identified will not increase the project budget for the current fiscal year. Since this is a multi-year project/contract, the Executive Director will be accountable for budgeting the cost in future years.

ALTERNATIVES CONSIDERED

If Metro does not authorize the programmatic cost change order, the construction cost and project budget will likely increase further due to construction delays.

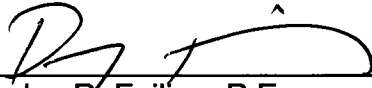
NEXT STEPS

Given approval of the programmatic CCOs, Metro staff will work with Caltrans to estimate the cost of the required changes and execute individual CCOs as needed. Staff will report back to the Board on the approval of individual CCOs under this programmatic CCO authority.

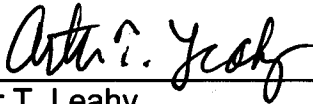
ATTACHMENTS

- A. I-5 South Aesthetic Theme and Concepts Committee Roster
- B. I-5 South Soundwall Block Specifications

Prepared by: Lucy Olmos, Project Manager, (213) 922-7099
Frank Quon, Executive Officer, Highway Program
(213) 922-4715



Douglas R. Failing, P.E.
Executive Director, Highway Program



Arthur T. Leahy
Chief Executive Officer

ATTACHMENT A

I-5 South Aesthetic Theme and Concepts Committee Roster

1. Gary Kato, Caltrans
2. Haiching Pan, Caltrans
3. Dahlia Persoff, Caltrans
4. Nancy Pe, Caltrans
5. Asadour Terterian, Caltrans
6. Daa Yassin, Caltrans
7. Ralph Wong, Caltrans
8. Garrett Damrath, Caltrans
9. Lee Saage, I-5 JPA Member
10. Jerry Wood, I-5 JPA
11. Murthy Narasimha, Metro
12. Suah Pak, Metro
13. Jon Grace, Metro
14. Joel Jellinowice, City of Commerce
15. Bob Zarilli, City of Commerce
16. Lea Sharp, City of Downey
17. Steve Forster, City of La Mirada
18. Clay Rumbaoa, City of Norwalk
19. Randy Hillman, City of Norwalk
20. Chino Consunji, City of Norwalk
21. Tom Lynch, City of Norwalk
22. Judith Brennan, City of Norwalk
23. Wayne Morrell, City of Santa Fe Springs

ATTACHMENT B: I-5 South Soundwall Block Specifications

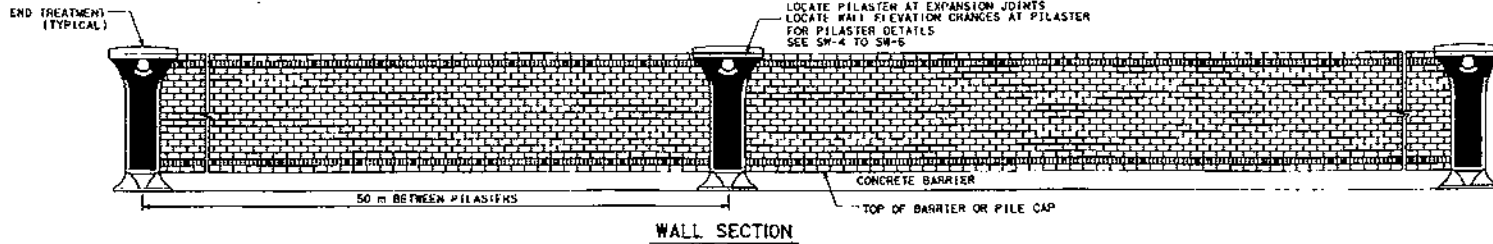
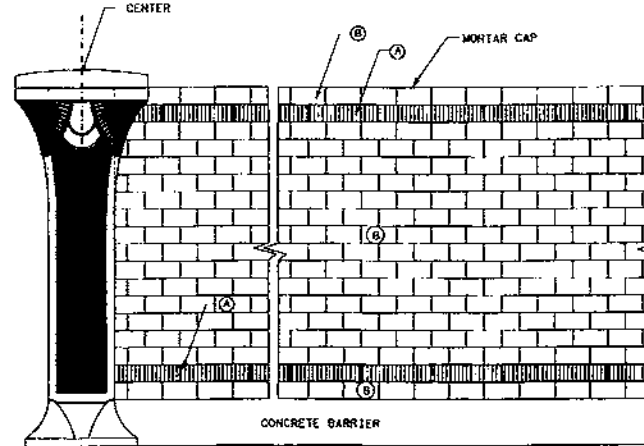
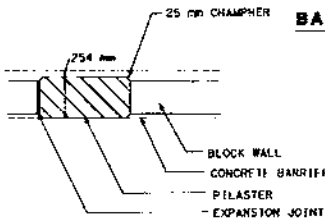
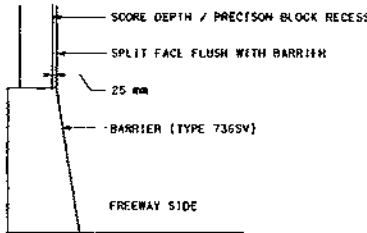
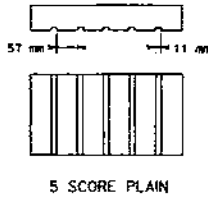
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans LANDSCAPE ARCHITECTURE

SENIOR LANDSCAPE ARCHITECT: JENNIFER TAIRA
 CHECKED BY: JENNIFER TAIRA
 REVISED BY: RICH KESTER
 DATE REVISED: JENNIFER TAIRA

LEGEND

SYMBOL	NOMINAL SIZE	TEXTURE	COLOR
(A)	203 mm x 203 mm x 406 mm	PRECISION & SCORE	TAN (FEDERAL COLOR #2264B)
(B)	203 mm x 203 mm x 406 mm	PRECISION	TAN (FEDERAL COLOR #2264B)

- NOTES:**
 1. BOND (TYPE 2) RUNNING BOND.
 2. PILASTER 254 mm.



SOUNDWALL AESTHETIC FEATURES

NO SCALE **SW-3**

THIS PLAN ACCURATE FOR SOUNDWALL AESTHETIC FEATURES ONLY

BORDER LAST REVISED 3/1/2002

RELATIVE BORDER SCALE
 15 IN MILLIMETERS

0 TO 40 60 80

USERNAME: j317702.dgn
 DATE PLOT: 03/17/2003 09:03:00

CU 07341

EA 2159C1



Drawn	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
07	LA	5	29/49	641/1082

DATE: 12-23-09
 PROJECT: LANDSCAPE ARCHITECT
 6-21-10
 PLANS APPROVAL DATE: _____

THE STATE OF CALIFORNIA, BY ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC DATA OR INFO. PLAN SHEET.

DATE PLOTTED: 03/17/2003 09:03:00
 USER: j317702.dgn