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REVISED
CONSTRUCTION COMMITTEE
January 15, 2015

SUBJECT: INTERSTATE-5/STATE ROUTE-14 CAPACITY ENHANCEMENT PROJECT

ACTION: APPROVE THE USE OF \$1M SURPLUS PROJECT FUNDS BY SCRRA FOR DRAINAGE RELATED WORK

RECOMMENDATION

- A. Approve the recommendation that LACMTA and Caltrans work with the Southern California Regional Rail Authority (SCRRA) to construct the remaining drainage utilizing remaining funds from the project.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute all agreements necessary for these actions.

ISSUE

Caltrans constructed the Interstate-5/State Route-14 Capacity Enhancement Project. This project added an HOV connector between the two freeways. During the construction of the project it was determined that additional drainage work was needed. The drainage is related to the railroad right-of-way owned by LACMTA and operated and maintained by the Southern California Regional Rail Authority (SCRRA). Allowing the SCRRA to complete the work associated with the drainage will result in substantial cost savings to the project.

DISCUSSION

During the construction of the project, several drainage issues emerged resulting in the flooding of the LACMTA owned railroad right-of-way, including the track structure. As a follow up to the concerns raised by SCRRA, Caltrans prepared a geotechnical report to address the issues related to the slope adjacent to the railroad right-of-way. This report identified drainage and slope stability issues and provided recommended modifications.

The report specifically addressed the drainage issue as it related to the construction of the project. As designed, the water from the overhead HOV connector was collected through piping attached to the columns and drained directly onto the slope within the railroad right-of-way. However, the geotechnical report proposed that this water be channeled away from the slope through piping attached to the column drain pipes and into a trapezoidal channel within the railroad right-of-way. The design shown on the geotechnical report reflects this configuration.

In addition to addressing the drainage related to the project, the geotechnical report identified a slope stability condition at the location. In addressing this condition, the report combined the slope stability issue with the drainage issue, thereby creating the impression that the two were specifically related.

In May of 2014, meetings were held between LACMTA, SCRRA, and Caltrans. At these meetings the findings of the report were discussed in light of the project. As part of the discussion, the geotechnical report was dissected in order to determine what portion of the project was directly related to the project and what was considered a preexisting condition and not a direct result of the work. As a result it was determined that the slope stability issue is a preexisting condition and not a condition related to the project. In addition, it was also decided that the channelization of the drainage from the structure should have been part of the project.

As part of the conclusion of these meetings it was determined that the slope stability issue should be corrected. Since this is a preexisting condition related to the railroad right-of-way, the recommended repairs to the slope will be completed by SCRRA as part of their rehabilitation and renovation program

The drainage should have been channeled as part of the construction of the Project. The solution is to connect to the existing structure drains at the base of the columns with piping that would drain into a new trapezoidal channel within the railroad right-of-way. The option of including the drainage solution as a change order was explored with the contractor. There are significant logistical issues related to the contractor completing this work including; the use of specialized railroad on-track construction equipment, remobilization of the contractor, additional insurance, and additional railroad coordination issues. At the same time, the solution was discussed with the SCRRA with the concept that SCRRA would complete the work. It was determined that since SCRRA's contractors have ready access to the necessary on-track equipment it would be less expensive to have them complete the work. Further cost savings would be related to the railroad coordination, insurance, and flagging issues related to construction on railroad right-of-way. SCRRA's cost estimate for this work is \$1 million.

The final recommendation is:

- SCRRA completes the drainage recommendations at a not to exceed amount of \$1 million. This would utilize existing surplus project funds.

DETERMINATION OF SAFETY IMPACT

The drainage should be completed in order to avoid flooding of the SCRRA railroad tracks. The approval of this action will resolve that issue. The slope stability repairs will provide longer term safety benefit by reducing the possibility of landslides into the railroad right-of-way.

FINANCIAL IMPACT

The cost of \$1 million would come from the existing Proposition C 25% I-5/SR-14 project funding.

Impact to Bus and Rail Operating Budget

The funding of this Project will not impact the ongoing bus and rail operating budget.

ALTERNATIVES CONSIDERED

Two alternatives were considered:

- 1) To not approve SCRRA performing the drainage work, nor approve the requested \$1 million in funding for the drainage. This would delay the correction of the issue since no additional funding is available.
- 2) Have the contractor who performed the work on the Interstate-5/State Route-14 Capacity Enhancement Project perform the drainage work that should have been done as a part of the project. While the \$1 million in surplus funds exist in the contract, the contractor's bid would be several million dollars more than what is available. This would require identifying funding that could be used for the work, as well as the Boards approval of additional of those additional funds. In addition, the work would likely take longer to perform due to the contractor's and its subcontractor's experience in working within an operating rail facility.

NEXT STEPS

With Board approval, the LACMTA Regional Rail department will work with Caltrans and SCRRA to develop the necessary agreements to complete the drainage construction.

ATTACHMENTS

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