

**Board Report**

File #: 2017-0067, **File Type:** Contract

Agenda Number: 7.

AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE

APRIL 19, 2017

CONSTRUCTION COMMITTEE

APRIL 20, 2017

SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR-134 TO SR-118 (FUNDING AGREEMENT NO. MOU. P0008355/8501A/A6)

ACTION: AUTHORIZE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE Contract Modification No. 114 by Caltrans for **construction contract of the Segment 3 of the I-5 North Capacity Enhancements Project between SR-134 and SR-118** (Project) under the Funding Agreement No. MOU. P0008355/8501A/A6, in the amount of \$552,110.89, using non local fund sources.

ISSUE

Segment 3 of the I-5 North Capacity Enhancement Project is between Buena Vista Street and Magnolia Boulevard. Segment 3 work includes fiber optic installation north of Buena Vista Street for Railroad signals. The original plan called for polyvinyl chloride (PVC) conduits to be installed behind Mechanically Stabilized Earth (MSE) Wall No. 4 for the fiber optic lines. However, the PVC conduits are in conflict with the straps that are necessary to construct the MSE wall and need to be installed different than how was originally designed.

DISCUSSION

The I-5 North Capacity Enhancements Project includes freeway widening and construction of HIGH Occupancy Vehicles (HOV) lanes and other improvements between SR-134 and SR-118. Segment 3 is between Buena Vista Street and Magnolia Boulevard.

California Department of Transportation (Caltrans) designed the largest portion of the project, and is managing the construction of the Project. Southern California Railroad Authority (SCRRA) designed the railroad portion of the project and the City of Burbank designed the City portion of the project.

Metro, SCRRA, Caltrans, and the Contractor considered multiple possible alternatives and determined that the option of mounting the conduits on top of the MSE walls would address the PVC

conduit conflict with the wall straps. Since the proposed installation exposes the conduit, a galvanized metal conduit is recommended under Contract Modification No. 114.

On January 24, 2017, Caltrans and its Contractor reached an agreement in the amount of \$552,110.89 for Contract Modification No. 114. This cost covers installing galvanized metal conduits in lieu of PVC conduits for 2,060 feet, including labor, equipment, material and markups by reason of this change.

Contract modifications exceeding \$500,000 require Board authorization per the Staff Delegations of Contract Action Approval and Award Authority Memo, dated February 23, 2010.

DETERMINATION OF SAFETY IMPACT

There is no impact to public safety by approving this action.

FINANCIAL IMPACT

The current Project budget for Segment 3 is \$402,381,000 of which \$18,798,000 is federal funds (RSTP and CMAQ), \$190,162,000 is State funds (CMIA, RIP, IIP and SLPP) and \$193,421,000 is Local Prop C and Measure R funds.

The total cost of this Contract Modification No. 114 does not require an increase in the overall project budget. Caltrans will pay the cost of the work from the Project CMAQ and CMIA funds or other non-local funds.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the staff's recommendation. However, this disapproval would result in further schedule delays and cost overruns.

Authorization of Contract Modification No. 114 in the amount of \$552,110.89 will allow Caltrans to complete the installation of the metal conduits on the MSE Wall No. 4 parapet and prevent project delays.

NEXT STEPS

Upon Board's approval of the recommended action, Metro staff will coordinate with Caltrans to authorize the contractor to proceed with the installation of the metal conduits.

ATTACHMENTS

Attachment A - Aerial Map


Attachment B - MSE Wall and Straps

Attachment C - Galvanized Conduit on top of MSE wall

Attachment D - MSE Wall (back)

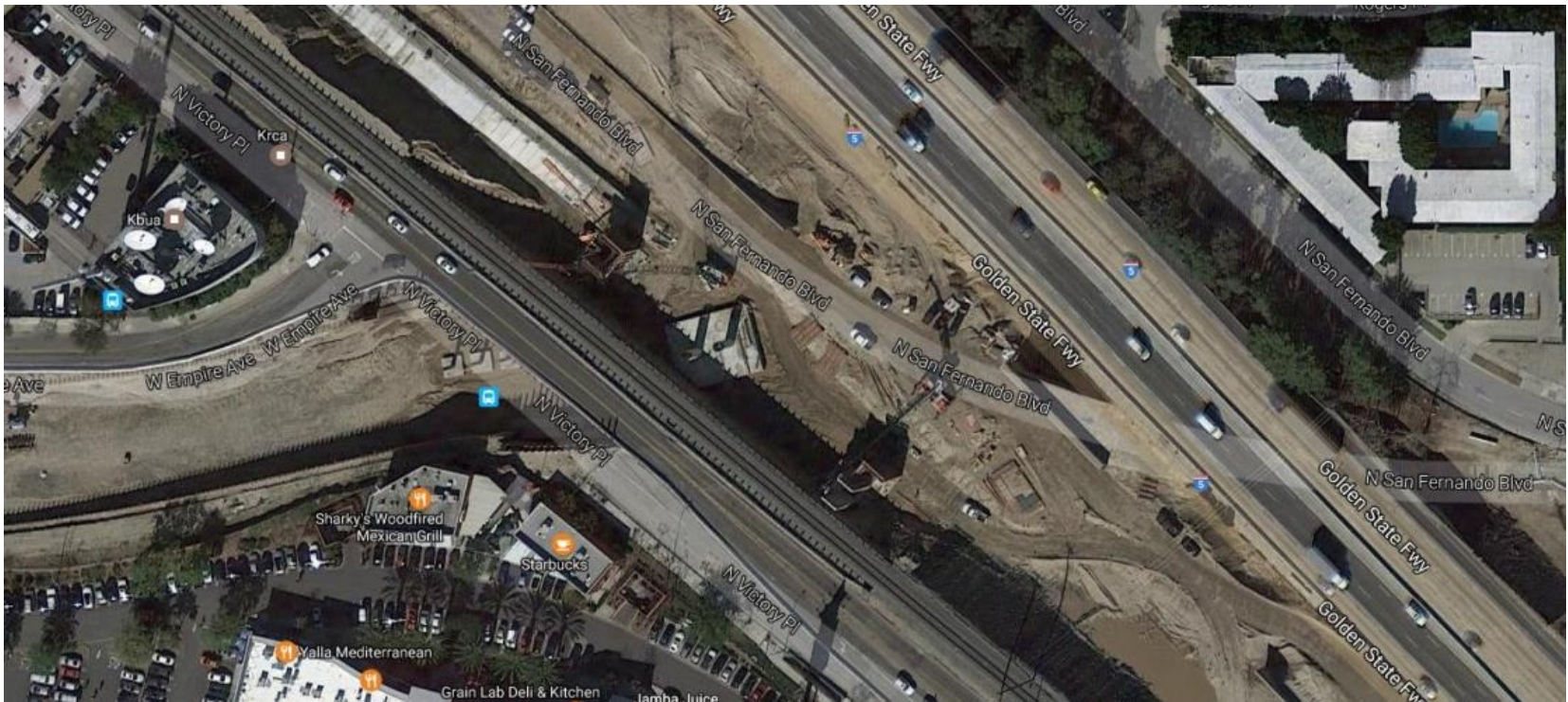
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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A – Aerial Map

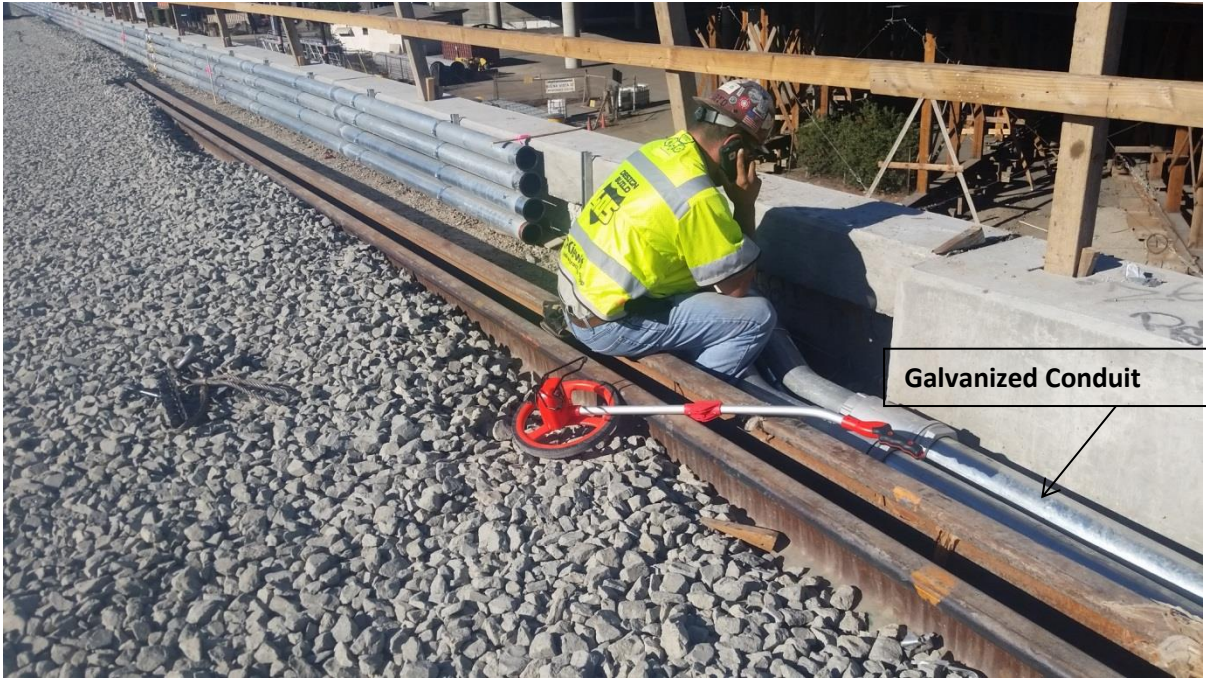


I-5 North HOV Project at Empire Avenue

ATTACHMENT B – MSE Wall and Straps



ATTACHMENT C – Galvanized Conduit on top of MSE wall



ATTACHMENT D: MSE Wall (Back)

