



Board Report

File #: 2018-0383, **File Type:** Motion / Motion Response

Agenda Number: 5.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE NOVEMBER 14, 2018

SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on the history and status of the I-5 North capacity enhancements construction projects (Project) and enhancing Metro and Caltrans coordination to deliver the remaining segments in response to Board Motion 2018-0115 (Attachment A).

ISSUE

At the May 2018 Regular Board Meeting, Director Dupont-Walker requested Metro staff to provide a status report on the Project and Metro-Caltrans collaboration to effectively complete the Project.

BACKGROUND

The Project is a mega-project, which includes construction of High Occupancy Vehicle (HOV) Lanes and pertinent improvements between State Route 134 (SR-134) in Glendale and State Route 118 (SR-118) in Pacoima area in four segments:

- Segment 1: SR-118 to SR-170
- Segment 2: SR-170 to Buena Vista St.
- Segment 3: Buena Vista St. to Magnolia Blvd.
- Segment 4: Magnolia Blvd. to SR-134

Caltrans designed and is managing construction of the Project. Segments 1 & 2 are complete and opened to traffic. Segments 3 & 4 are currently in construction. Table 1 shows the history and status of the four segments of the Project.

Table 1: Project History and Current Status

| Project Limits | Award Date | Original Scheduled Completion Date | Actual/Anticipated Completion Date | % Complete to Date |
|-----------------------------------------------|------------|------------------------------------|------------------------------------|--------------------|
| SR-118 to SR-170 (Segment 1) | May 2010 | Jun. 2015 | Jul. 2016 | 100% |
| SR-170 to Buena Vista St. (Segment 2) | Oct. 2010 | May 2014 | Dec.2015 | 100% |
| Buena Vista St. to Magnolia Blvd. (Segment 3) | Nov. 2012 | Sep. 2017 | TBD (Apr. 2022) | 70% |
| Magnolia Blvd. to SR-134 (Segment 4) | Dec. 2010 | Aug. 2014 | TBD (Mar. 2020) | 83% |

DISCUSSION

The Project has experienced schedule delays and cost increases. A number of challenges occurred during the construction of the Project including survey discrepancies, design inconsistencies requiring re-work/design modifications, as-built plans not matching actual field conditions, unknown utilities encountered necessitating relocation, additional right-of-way easements and acquisitions, differing site conditions, third party-caused delays, community concerns and other issues.

Table 2 shows the total values and numbers of approved Contract Change Orders (CCOs) as of November 2018 and those values as percentage of the contract allotment values of each segment.

Table 2: Construction Change Order Records (as of November 2018)

| Segment | Contract Allotment (\$Million) | Number of CCOs | Total Value of CCOs (\$Million) | Total CCO Value as % of Contract Allotment Value |
|---------|--------------------------------|----------------|---------------------------------|--------------------------------------------------|
| 1 | \$120.59 | 129 | \$11.6 | 9.6% |
| 2 | \$ 59.96 | 168 | \$22.4 | 37.4% |
| 3 | \$195.79 | 198 | \$37.7 | 19.3% |
| 4 | \$ 57.86 | 225 | \$42.3 | 73.1% |

Major Accomplishments

- 1) Segments 1 & 2 are complete and open to traffic.
- 2) Segment 2: \$14.6 million claim submitted by the contractor was settled at \$11 million.

- 3) Segment 3: Buena Vista and Empire Avenue railroad grade separations are complete and operational.
- 4) Segment 4: Verdugo Avenue Undercrossing widening is complete and open to traffic.
- 5) Segment 4: \$28.62 million claim submitted by the contractor was settled at \$20.8 million. This settlement will be presented to the Board for approval.

Major Challenges

- 1) Segment 3: Delay in opening Empire Avenue and start of Burbank Blvd. Bridge demolition due to differing site conditions, architectural treatment adjustments, Burbank Water and Power asbestos conduits removal, contractor issues, and claims related to delays.
- 2) Segment 4: Delay in LA River Bridge demolition

Caltrans-Metro Collaborative Efforts

- 1) Weekly field construction meetings and field reconnaissance are held by Metro, Caltrans, impacted cities and contractors to resolve the pending issues.
- 2) Monthly project coordination meetings are held by Metro and Caltrans to discuss the Project's progress and risks and to identify appropriate measures to control schedule and cost overruns.
- 3) Caltrans and Metro worked together to establish procedures to ensure the construction changes are monitored and approved as stipulated in the Funding Agreement. Procedures are as follows:
 - a. Ensure a uniform implementation of Funding Agreement language.
 - b. Enact an acceptable Contract Change Order (CCO) concurrence process.
 - c. Implement a reporting process of project status along with CCO requests.

4) Risk Assessment

Metro began assessing risks in the project schedule and cost in 2014 by hiring a risk assessment/management consultant, holding monthly risk management meetings with Caltrans, and identifying risks and mitigation measures to minimize cost increases and schedule delays.

Table 3 shows the anticipated completion schedule per August 2018 risk assessment.

Table 3: Completion Schedule Assessment

| Segment No. | Original Schedule | | Actual Start Date and Anticipated Completion Including Risks | | Anticipated Delay in Months |
|-------------|-------------------|-----------|--------------------------------------------------------------|----------------------------------|-----------------------------|
| | Start | Finish | Start | Projected Finish @ 70 Percentile | |
| 3 | Feb. 2013 | Sep. 2017 | Feb. 2013 | Apr. 2022 | 55 |
| 4 | Feb. 2011 | Aug. 2014 | Feb. 2011 | Mar. 2020 | 68 |

5) Schedule and Time Impact Analysis (TIA) Support

Construction schedule review and time impact analysis services were provided by Metro to assist Caltrans in construction administration for the claims and schedule dispute.

6) Underground Utilities Scanning Support

Metro provided 3D scanning for the existing underground utilities to check against as-built plans and identify the potential conflicts in construction for Empire Avenue in Segment 3.

7) Administrative Support

Additional support cost monitoring, evaluation and analysis service was provided by Metro to control support cost expenditures.

8) Community Impacts Mitigation

Due to the impacts of the Project to the communities, Metro staff carried the Board motions in May and June 2014 by utilizing a construction mitigation project manager to mitigate the impacts and to establish the mitigation measures approved by the Board in October 2014.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff will continue to coordinate with Caltrans to complete the remaining work while minimizing schedule and cost overruns. This collaboration is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options that enable people to spend less time traveling by widening the freeway; providing additional capacity, and including HOV lanes to encourage carpooling and improve transit efficiency;

Goals 4 and 5: Transforming LA County through regional collaboration with Caltrans and the Corridor Cities by contributing funds and providing resources to assist Caltrans in management and delivery of these projects.

NEXT STEPS

Staff will continue to assist Caltrans through the completion of the remaining two segments to avoid/mitigate the risks and will inform the Board of progress of the remaining segments.

ATTACHMENT

Attachment A - Board Motion (File # 2018-0115)

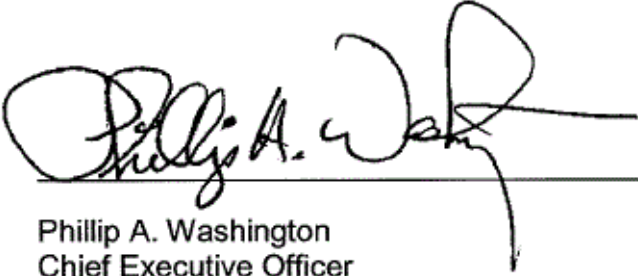
Prepared by:

Victor Gau, Director Engineering, Highway Program (213) 922-3031

Abdollah Ansari, SR. Executive Officer, Highway Program (213) 922-4781

Bryan Pennington, Deputy Chief Program Management Officer, (213) 922-7449

Reviewed by: Richard F. Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer