

**Board Report**

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**File #:** 2019-0829, **File Type:** Contract**Agenda Number:** 32.

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**CONSTRUCTION COMMITTEE  
JANUARY 16, 2020****SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR- 118  
TO SR-134; SEGMENT 3****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE Contract Modification No. 235 (CCO 235) by the California Department of Transportation (Caltrans) for the construction contract for Segment 3 (Empire) of I-5 North Capacity Enhancements Project between SR-134 and SR-118 (Project) in the amount not to exceed \$1.5 M under Funding Agreement No. MOU. P0008355/8501A/A9 within the LOP budget.

**ISSUE**

The construction contract for Segment 3 between West Magnolia Boulevard Overcrossing and 0.3 mile North of Buena Vista Street/Winona Avenue Undercrossing was awarded on November 29, 2012. Empire Avenue Interchange in Burbank was open to traffic on September 30, 2019, and the removal and reconstruction of Burbank Bridge is scheduled to start in February 2020.

Eight abandoned 5-inch conduits for a total length of 5600 feet, owned by the City of Burbank for power transmission across the existing Burbank Bridge tested positive for asbestos.

The conduits are in the way of new Burbank bridge reconstruction and need to be abated as part of the removal of the Burbank bridge per the requirements of Air Quality Management District (AQMD). Each conduit is about 50 feet embedded in solid concrete bridge deck, 150 feet inside the existing bridge box girder, and 500 feet buried underneath the existing roadway on both sides of the bridge.

CCO 235 authorizes up to \$1.5 million for the abatement of the referenced conduits. Contract modifications exceeding \$500,000 require Board authorization per the Staff Delegations.

**BACKGROUND**

Segment 3 (Empire), part of the I-5 North widening project, is about 80% complete. The I-5 North construction project was initiated by Caltrans in four segments. Segments 1 and 2 between North of Buena Vista Street/Winona Avenue Undercrossing and SR-118 are completed. The remaining

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Segments 3 and 4 between SR-134 and North of Buena Vista Street/Winona Avenue Undercrossing are in construction. Metro is funding partner in these projects.

## **DISCUSSION**

### **Findings**

In the contract document, Burbank bridge was to be demolished and reconstructed and the power conduits inside the bridge owned by the City of Burbank were to be relocated. The power conduits were abandoned and the feed was re-routed after the construction contract was awarded. The abandoned conduits were found to have asbestos and must be properly removed before the bridge could be demolished. The contamination abatement was not known and not included in the original contract documents.

Final agreement has been reached between Caltrans and the contractor for the cost and schedule of removal of contaminated conduits.

## **DETERMINATION OF SAFETY IMPACT**

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

## **FINANCIAL IMPACT**

The overall corridor LOP budget of I-5 North Capacity Enhancements per the FUNDING AGREEMENT NO. MOU.P0008355/8501 A/A9 is \$880,903,000 and included \$195,995,000 in Federal Funds (ARRA RSTP, RSTP, SAFETEA-LU and CMAQ), \$358,355,000 in State Funds (TCRP, RIP, CMIA, IPP and SLPP), and \$326,553,000 in local Measure R ( 20%) and Prop C (25%) funds. Metro's contribution to this project is limited to \$326,553,000 in Measure R Highway 20% and Prop C 25% funds.

Of the total LOP budget, \$769,429,737 is spent to date; of this amount \$242,168,281 was funded with Measure R (20%) and Prop C (25%) funds.

The up to \$1.5 million cost of CCO 235 is within the overall LOP budget. Current Metro funding of \$18.42 M included in the FY20 budget in Cost Center 0442 (Highway Subsidies), Project 460332, 460333, and 460334, Tasks 5.4.100 and 5.5.100, Account 54001 (Subsidies to Others), will be used to fund this CCO.

Since this is a multi-year contract/project, the Project Manager, Cost Center Manager and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting costs in future fiscal years.

### **Impact to Budget**

The sources of funds for CCO 235 are Measure R Highway Capital (20%) and Prop C Street and

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Highway (25%) funds, which are not eligible for Metro bus and rail operations or capital projects. No other funds were considered.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Approval of staff recommendation would allow for the timely clean up of the asbestos material and minimize the schedule impact to the project in Segment 3. The Project 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 completion of these projects.

### **ALTERNATIVES CONSIDERED**

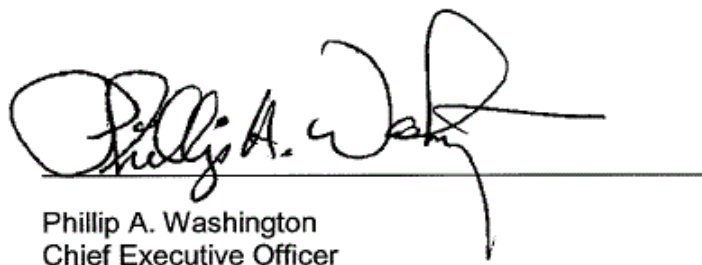
The Board may choose not to approve the staff's recommendations. However, this disapproval would result in cost increase and schedule delay.

### **NEXT STEPS**

Upon Board's approval of the recommended actions, Metro staff will authorize payment to the contractor.

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