

**Board Report**

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**File #:** 2017-0151, **File Type:** Contract**Agenda Number:** 6

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**AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE****MAY 17, 2017****CONSTRUCTION COMMITTEE****MAY 18, 2017****SUBJECT: I-5 SOUTH CAPACITY IMPROVEMENTS FROM ORANGE COUNTY LINE TO I-605  
(FUNDING AGREEMENT NO. MOU.P0004292A-3) - SEGMENT 5****ACTION: AUTHORIZE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE Contract Modification No. 42 (CCO 42) by **State of California Department of Transportation (Caltrans) for the construction contract of the Segment 5 of I-5 South Capacity Improvements Project from Orange County Line to I-605** under the Funding Agreement No. MOU.P0004292A-3, in the total amount of \$1,700,000 within the LOP budget.

**ISSUE**

Segment 5 of the I-5 South Capacity Improvements Project is between San Gabriel River and Orr & Day Road in the Cities of Norwalk and Santa Fe Springs (Attachment A - Location Map). Segment 5 scope of work includes the demolition of the Orr & Day Bridge (the Bridge) over the Union Pacific (UP) railroad tracks.

During the demolition process, UP introduced a new requirement prohibiting the debris of the demolished bridge from falling directly onto the track protection system. Therefore Caltrans was required to modify the demolition method for the Bridge from conventional cracking of concrete onto the track protection system to saw cut & remove to comply with this new requirement.

CCO 42 is to cover the cost of additional effort to remove the Bridge.

The total amount of CCO 42 exceeds \$500,000 and requires Board authorization per the Staff Delegations of Contract Action Approval and Award Authority Memo, dated February 23, 2010.

**DISCUSSION**

In the original construction bid package, the Contractor submitted the common industrial and conventional method of bridge removal for the Bridge, which is to crack the bridge onto the track protection system and remove the debris. However, the submittal was rejected by UP based on a new requirement that stipulates no objects to fall directly onto the track protection system.

The Contractor, Caltrans, Metro and UP considered multiple possible alternatives and determined that saw-cutting and removing the Bridge in segments will provide for bridge stability and track protection, minimize impact to freight schedule, and fulfill the new UP requirement.

The approved methodology will be performed in two stages. In order to maintain the Bridge stability during the removal, the first stage is to saw-cut the bridge deck in designated depth into sections. The second stage will saw-cut each segment through the Bridge and remove the Bridge by sections. The same methodology will be used to remove the Bridge abutments.

CCO 42 is for the second stage of the Bridge removal. Due to the complexity of the removal process, a force account analysis was used to determine the cost.

### Findings

Authorization of CCO 42 in the amount of \$1,700,000 will allow Caltrans to complete demolition of the Bridge and prevent project delay.

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

#### Impact to Budget

The current LOP budget of Segment 5 is \$211,671,000 of which \$95,566,000 is Federal funds (CMAQ), \$72,017,000 is State funds (RIP, GF-STIP, TCRP and SHOPP), and \$44,088,000 is local Prop C and Measure R funds. Funding of \$3,000,000 for FY 17 for this project is included in Account 54001 Subsidies to Others, in Cost Center 0442, under Project Number 460340. The change identified will not increase the project budget for the current fiscal year.

The total \$1.7 million cost of CCO 42 is within the FY 17 budget and overall LOP budget. Since this is a multi-year project/contract, the Senior Executive Officer and the Project Manager in Highway Program will be accountable for budgeting the cost in future years. Funding for this work will be provided from Measure R 20% Highway Capital funds, within the I-5 South Capacity Improvements from Orange County Line to I-605 (Line 27 of Measure R Expenditure Plan). This fund is not eligible for Metro bus and rail operations or capital projects.

### **ALTERNATIVES CONSIDERED**

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

**NEXT STEPS**

Upon Board's approval of the recommended action, Metro staff will coordinate with Caltrans to expedite the changes to allow the project to move forward.

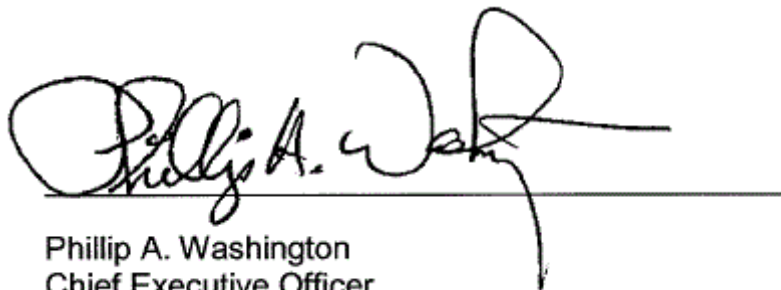
**ATTACHMENTS**

Attachment A - Location Map

Attachment B - Orr & Day Bridge

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