



Board Report

File #: 2017-0229, File Type: Contract

Agenda Number: 7

**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 4**

ACTION: AUTHORIZE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE Contract Modification No. 115 (CCO 115) by **State of California Department of Transportation (Caltrans) for the construction contract of the Segment 4 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 \$577,500 within the LOP budget.

ISSUE

Segment 4 (I-5 at Imperial Highway) and Segment 5 (I-5 at Florence Avenue) of the I-5 South Capacity Improvements Project are two adjacent projects. The Imperial Highway Project is from Orr & Day Road to Silverbow Avenue and the Florence Avenue Project is between Orr & Day Road and the San Gabriel River. (Attachment A - Location Map)

The construction stage 2C of Segment 4, which was designed to move the traffic to the outside lanes of the freeway in both directions to accommodate construction of inside lanes, was scheduled to begin on March 10, 2016 according to the updated baseline schedule approved by Caltrans. However, due to delays in the completion of the Orr & Day Bridge widening in Segment 5, traffic could not be switched as scheduled. Consequently, the start of construction stage 2C of Segment 4 was pushed back 212 work days from March 10, 2016 to February 1, 2017.

DISCUSSION

The start of construction stage 2C of Segment 4 depended on the completion of the Orr & Day Bridge widening in Segment 5.

The construction of Segment 5 was initially delayed by utility relocations. Furthermore, the review of the falsework and placement plans of Orr and Day Bridge widening by Union Pacific took longer than specified in the contract documents. The completion of the Orr & Day Bridge widening in Segment 5

delayed the construction stage 2C of Segment 4 (the Imperial Project) from March 10, 2016 to February 1, 2017.

The Time Impact Analysis (TIA) submitted by the Contractor was analyzed and approved by Caltrans for 212 work days. Within these 212 work days, there were 17 rainy days and 20 non-compensable days, resulting in 175 compensable days at \$3,300 per day of the time related overhead (TRO) resulting in \$577,500 payable to the Contractor.

The total amount of CCO 115 exceeds \$500,000 and requires Board authorization per the Staff Delegations of Contract Action Approval and Award Authority Memo, dated February 23, 2010.

Findings

Authorization of CCO 115 in the amount of \$577,500 will allow Caltrans to compensate the Contractor and avoid additional costs including interest payable on outstanding balance.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Impact to Budget

The current LOP budget for Segment 4 of I-5 South Capacity Improvements from Orange County Line to I-605 is \$323,285,000 of which \$289,384,000 is State funds (RIP, GF-STIP, CMIA, TCRP and ITIP), and \$33,901,000 is local Prop C and Measure R funds. Funding of \$2,200,000 for FY 17 for this project is included in Account 54001 Subsidies to Others, in Cost Center 0442, under Project Number 460339. The change identified will not increase the project budget for the current fiscal year.

The total \$577,500 cost of CCO 115 is within the overall LOP budget, and will be paid from the Project State Funds. Therefore, there is no impact to Metro budget.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the staff's recommendation. However, this disapproval would result in 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 and Day Bridge

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