

Transit Project Status Report

Significant Issues

Presented By
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Executive Director



March 2011

Metro Construction Committee

Los Angeles County Metropolitan Transportation Authority

Metro Orange Line Extension

SIGNIFICANT ISSUES

- DWP to remove power pole on Lassen Street to advance the construction of the Lassen bridge.
- Start construction of intersection and other city improvements as soon as City approves completed designs.
- Working with DWP to complete the relocations of the overhead power lines at Canoga pinch point and at the intersections.



DWP Power Pole to be removed on Lassen Street



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I-405 Sepulveda Pass Improvements Project

SIGNIFICANT ISSUES

- Moving forward on the freeway realignment to the west, north of the Getty to avoid relocation of a 96" MWD water line.
- City of LA engineering support for project reviews continues to be a critical issue. Layoffs, retirements, and funding problems with the City are the reasons for shortage of staff.
- Acquisition of Right of Way continues to be an issue. We have engaged FHWA, Elected official staffs in Negotiations with GSA & VA, we are not late but this is becoming critical.
- Design exception approval for SB Valley Vista Off-ramp.
- Delay in delivery of the following ROW: LA County, LA County Sanitation District, and SB Valley Vista On-ramp.
- Project has decided to return to base design for Mulholland Bridge. Contractor is working on a mitigation plan. Utilities relocation are of concern.



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Crenshaw/LAX Transit Corridor Project

SIGNIFICANT ISSUES

- Final Project Definition.
- Continuing to evaluate transfer station and alignment configuration at Exposition Line.
- Resolution of BNSF Track Abandonment.
- Resolution of covered trench along ends of LAX runways.



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Regional Connector Transit Corridor

SIGNIFICANT ISSUES

- Preliminary Engineering is underway with a priority on project alignment, station options, and geotechnical investigations.
- Began meetings with City of Los Angeles (LABOE, LADOT, LABSL, LABSS, etc.) to discuss traffic impacts, haul routes and other third party coordination requirements.
- Completed station and urban design workshops on the Little Tokyo/Arts District Station with stakeholders of Little Tokyo and the Arts District.
- Began constructability reviews to determine contractor access and staging areas, station entrance locations and real estate needs.
- Community Update Meetings set for March 15 and 17 with the Little Tokyo Working Group.



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Westside Subway Extension

SIGNIFICANT ISSUES

- Completed January Community Update Meetings - 300 Attended
- Began meetings with City of Los Angeles (LABOE, LADOT, LABSL, LABSS, etc.) to discuss traffic impacts, haul routes and other third party coordination requirements.
- Completed first set of Station Area Advisory Group Meetings
 - Groups formed for 6 stations (Comprised of Area Stakeholders)
 - Two more rounds of meetings planned plus station tours
- Began constructability reviews to determine contractor access and staging areas, station entrance locations and real estate needs.
- Began alternative construction sequencing as part of risk mitigation strategies.
- March Community Update Meetings set for March 21, 23, 28



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Post 1989 Retrofit Soundwall Program

Construction Committee
March 17, 2011



Metro

History

- 1998 – Program transferred from Caltrans
- 2000 – Board approved Implementation Policy
- 2005 – Board approved SR-134 Design/Build Demonstration Project
- 2009 – Assumed responsibility for design beginning with Package 11 and construction beginning with Package 4

Location of Soundwall Packages



Current Status

- In Construction: 2.3 miles
- Going to Construction: 8.5 miles
- In Design: 8.9 miles
- In Planning: 1.1 miles

Metro Involvement in Design and Construction of Soundwalls

- Metro completed the SR-134 Design/Build Demonstration Project with low cost growth of approximately 2% and low Metro Administration costs of approximately 10%
- Metro awarded Package 11 to an independent design consultant
- Soundwall design is on schedule and within budget
- Due to experience on Package 4, Metro enhanced the geotechnical investigations with more frequent borings

Lessons Learned

The most significant risks to cost growth in soundwall installations are:

- Geotechnical Investigations causing differing site conditions
- Utilities not reflected in design that require relocation or protection
- Hazardous soil materials not identified in plans or specifications
- Unidentified right-of-way easements and temporary easements

All of these can result in change orders during the excavation required to construct the soundwall foundations.

Lessons Learned (Continued)

- Geotechnical Investigations causing differing site conditions
 - An independent Geotechnical firm was assigned to review Caltrans Geotechnical investigations for Packages 5, 6, 7 & 8 to reduce the risk of encountering boulder conditions similar to Package 4
 - Future soundwall packages along I-210 and river basin areas will require enhanced Geotechnical investigations due to presence of boulders and foundation will be designed on spread footings and not piles
 - Metro and Caltrans will perform any required design changes resulting from geotechnical reviews prior to advertising contracts for construction

Lessons Learned (Continued)

- Utilities not reflected in design that require relocation or protection
 - Metro and Caltrans will perform job walks prior to finalizing design
 - Metro and Caltrans will perform constructability reviews prior to finalizing design
 - Outside agencies will be contacted for the most recent “as-built” drawings of utilities
 - Caltrans utilities design and certification will be reviewed for completeness
 - Potholing will be performed where necessary to obtain more accurate information

Lessons Learned (Continued)

- Hazardous soil materials not identified in plans or specifications
 - Review all existing environmental reports
 - Verify quantities in design are correct
 - Verify handling, storage areas and disposal requirements for various hazardous materials

Lessons Learned (Continued)

- Unidentified right-of-way easements and temporary easements
 - Metro and Caltrans will perform job walks along the alignment to identify unpermitted structures
 - Metro and Caltrans will review design plan for right-of-way impact and temporary construction easements
- Metro and Caltrans are revising the Cooperative Agreement to enhance the roles and responsibilities of each party during construction to minimize impacts to construction.

Alternative Soundwall Materials

Metro and Caltrans have introduced language into the design allowing the use of alternative materials for soundwall construction

- Caltrans maintains a list of pre-qualified noise barrier systems and manufacturers
- Provision for the use of alternative soundwall materials will be included in construction bid documents for Packages 5, 6, 7 & 8

Next Steps

- Continue to coordinate with Caltrans in finalizing Design of Packages 5, 6, 7 & 8
- Obtain Board approval for Life of Project (LOP) Budgets for Soundwall Packages 5, 6, 7 & 8
- Advertise for Construction Soundwall Packages 5, 6, 7 & 8
- Review funding availability for future Soundwall Packages

Update on Soundwall Package 4 Construction

- Board approved in February 2011 revised Life-Of-Project (LOP) budget of \$22.2 million
- Metro issued a unilateral lump-sum change order to contractor (SEMA) on March 8, 2011
- Contractor issued an Intent to Claim to Metro regarding unilateral lump-sum change order on March 10, 2011
- Metro tracking contractor's progress on a shift to shift basis
- Metro documenting all work and reviewing master schedule to ensure all goals are being met
- Metro tracking contractor's manpower, equipment and materials on a shift by shift basis
- Metro requested contractor to provide an updated schedule to reflect unilateral lump-sum change order work

Exposition Light Rail Transit Project – Phase 1

SIGNIFICANT ISSUES

- Settlement Agreement with FFP calls for Substantial Completion for the construction work in their contract on June 15, 2011. There are several areas of work that could affect the schedule, the critical activities are:
 - Phase 1 Testing
 - Ventilation System at the Trench Structure
 - Blue Line Tie-in (including Automatic Train Protection)
 - LADOT approval of Traffic Signal Designs and Controller Programming
- There are several outstanding contract packages that have yet to be awarded that could affect the overall Project budget. These outstanding risk items include:
 - Storage Facility (currently re-scoping)
 - Farmdale Station
 - Remaining work in Culver City (Park and Ride, Pedestrian Plaza, Bike Path and Landscaping, Bus Stop Improvements, National and Washington Street Improvements)



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Exposition Light Rail Transit Project – Phase 2

SIGNIFICANT ISSUES

- Judge denied Neighbors for Smart Rail challenge of Final CEQA document.
- Ruling is subject to appeal
- Authorization for Design-Build contract award to Skanska/Rados joint venture



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Metro Gold Line Foothill Extension (Pasadena to Montclair)

SIGNIFICANT ISSUES

- Finalize agreement between Metro and BNSF that discontinues freight service from Santa Anita Blvd in Arcadia to the San Gabriel River Bridge in Irwindale (agreement in principle reached between parties)
- CEQA challenge of SEIR
- Obtain CPUC approval of remaining grade crossings (15 of 37 approved)
- Budget increase required for contingency, real estate, M&O Facility, and miscellaneous items
 - With increase, project will be \$75 million under current funding agreement amount



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