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TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: SHAHRZAD AMIRI *SA*
EXECUTIVE OFFICER, CONGESTION REDUCTION

SUBJECT: NO-COST TIME EXTENSION FOR EXPRESSLANES ATKINSON
CONSTRUCTION CONTRACT

ISSUE

To provide the Metro ExpressLanes construction contractor, Atkinson Contractors LP, sufficient time to complete construction, implementation, and verification of the new Occupancy Detection System being deployed on I-10 and I-110, the current contract period of performance is being extended by a period of six months from its current end date of February 29, 2020, to a new end date of August 31, 2020 at no additional cost. The additional time is necessary to complete system testing and integration activities, and to rectify any issues that are discovered during validation.

Background

In January 2018, the Metro Board authorized the construction, implementation, and operation of a proof-of-concept Occupancy Detection System on I-10 and I-110, as a strategy to identify and deter scofflaws on the corridor. Since this authorization, the project has encountered several unforeseeable delays outside the control of the team, the most significant of which are described below.

1. **Supply chain issues associated with fabrication of civil infrastructure required for the system.** The gantry structures that support the overhead equipment for the Occupancy Detection System must be manufactured to tight tolerances and meet high strength and stress performance ratings per Caltrans requirements. Consequently, only a limited number of suppliers are available that can fabricate these roadway overhead structures to the required specifications, and at the time of order processing, all known suppliers had order backlogs of at least four to five months. The project team explored several alternative strategies to recover from these delays, including purchasing compatible structures from surplus inventories at partner agencies or redesigning the structures themselves

to simplify the fabrication requirements and expand the pool of potential suppliers, but ultimately none of these strategies was successful in accelerating the timeline for securing the required gantry structures, and delays could not be avoided. The overall schedule impact of these supply chain issues for the Occupancy Detection System civil infrastructure was eight months: original anticipated delivery date in the contractor's original schedule was January 8, 2019, and the actual date of receipt for the last of the structures was August 21, 2019.

2. **Existing Utility Plan Inaccuracies.** The utility plans obtained from Caltrans and LA County did not accurately show the location of a drainage box culvert running through the project site at I-10. As a result, the Occupancy Detection System contractor encountered the culvert unexpectedly during foundation drilling and construction. This necessitated a redesign of the foundations and introduced further delays to the project while the box culvert was repaired and inspected. The drainage box culvert was encountered on August 9, 2019, and foundation work could not resume until October 18, 2019, for an overall schedule impact of 70 days.
3. **Utility Power Undervoltage Condition.** The existing power connection at the I-10 Occupancy Detection Site was specified and designed as a 240-V supply, but upon testing the electrical service at the provided source panel, ExpressLanes engineers discovered an undervoltage situation (a measured deviation of -36 volts) making the existing power supply incompatible with the Occupancy Detection System equipment. Engineers designed a retrofit of the site to step up the voltage to the necessary 240-volt level and are in the process of deploying this solution now. The undervoltage condition was first discovered on December 21, 2019, and the necessary repairs are expected to be complete by February 29, 2020, for an overall schedule impact of 70 days.

Due to the cumulative impact of these three significant site and supply chain issues on the construction, implementation, and post-deployment verification activities associated with the Occupancy Detection System, it is necessary to extend the contract period of performance by a period of six months from its current end date of February 29, 2020, to a new end date of August 31, 2020. The current total contract value is \$215,955,353.83 and current expended amount is \$192,347,300.48; this action will not increase current total contract value.

NEXT STEPS

Staff is currently taking the necessary steps to complete and execute a no-cost time extension for the existing ExpressLanes contract with Atkinson Contractors LP, for a duration of six months as described above.