



Los Angeles County
Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012

213.922.6000

SUBJECT: I-605 FREEWAY HOV LANES CONSTRUCTION PROJECT

ACTION: APPROVE A CHANGE ORDER FOR \$665,000 TO CORRECT AN UNSUITABLE SOIL CONDITION FOR I-605 FREEWAY HOV LANES PROJECT NO. 363/4290 (EA 1347U4)

RECOMMENDATION

Approve Caltrans' request for a Change Order (CCO) in the amount of \$665,000 for HOV Lanes Project No. 363/4290, I-605 Freeway from the Orange County Line to South Street currently under construction using funds currently programmed for contingencies work.

ISSUE

The MOU for this Proposition C 25% funded project, P0004290a (Cooperative Agreement #4458), requires Caltrans to "...consult with MTA on all change orders (CCO) with an estimated cost over \$50,000 before implementation except when necessary for the safety of motorists and/or pedestrians or for the protection of property. CCO's, greater than or equal to \$200,000, shall not be funded without the authorization of the MTA Board...." The CCO is needed to correct unanticipated conditions encountered during construction and to allow the construction to proceed without delay.

POLICY IMPLICATIONS

This action is consistent with the current MTA HOV Program policy for approving construction change orders where the increased amount of the change order is still within the project's original programmed funding allocation. Because this project is funded solely with Prop C funds, the administrative approval process included in the MTA Board adopted "Policy for Programming Cost Changes for STIP Highway Projects" is not applicable.

OPTIONS

Although the option of not recommending the CCO was considered, it was not selected because the CCO process is the most cost effective procedure to follow that will allow

this highway construction project to proceed to completion and avoid costly delays of up to 75 working days.

FINANCIAL IMPACT

There is no impact on the MTA Budget because this project is funded with Proposition C funds that were allocated through the 1995 and the 1997 Call For Projects. There are sufficient funds in the contingencies and supplemental work portions of the total construction budget for the project to cover the additional cost of the change order.

DISCUSSION

The contractor while excavating in the center median area of the I-605 Freeway came upon a one-mile long section of unsuitable soil that could not be compacted adequately to support the HOV lane. Soil samples below the subbase were collected and analyzed. According to the results of the soil tests, Caltrans' Office of Material Investigations has recommended removing 0.914 meter (3 feet) of the unsuitable soil and replacing it with subgrade enhancement fabric and class 2 aggregate base to the bottom of the proposed structural pavement section. All of this work is not included in the original bid price of the project. Caltrans estimates that the cost of the additional work will be \$665,000 and the work can be performed under the normal Caltrans change order procedures.

After the contractor discovered the unsuitable soil condition, Caltrans requested that MTA give administrative approval for implementing the CCO in order to avoid an additional delay cost of \$150,000 for up to 75 working days, if the contractor was required to close down the project while MTA Board approval was obtained in accordance with the provisions of the MOU (Caltrans Agreement). MTA staff, in the best financial interests of MTA and prudent project management principles, gave Caltrans administrative approval to proceed with the change order on December 27, 1999 based on the technical merits of the changes proposed, the potential additional cost of \$150,000 for delay costs and Caltrans' safety concerns of keeping the pavement construction trench open for up to an additional 75 days.

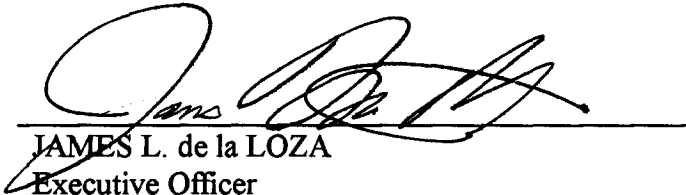
NEXT STEPS

Approval of the change order will allow Caltrans to proceed with the project, avoid further delay and associated additional costs. Staff will continue to monitor the project closely and work with Caltrans and the contractor to hold any additional costs within the remaining contingency budget.

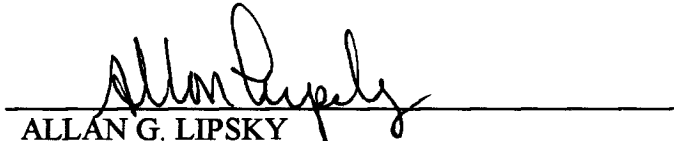
Prepared by: Ken Cude, Project Manager
Highway Programs Development and Implementation Team



ROBERT D. CASHIN
Deputy Executive Officer
Transportation Development & Implementation



JAMES L. de la LOZA
Executive Officer
Regional Transportation Planning and
Development



ALLAN G. LIPSKY
Office of the Chief Executive Officer

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Additional Estimated Annual Operating Costs To Increase the Span of Service On the Metro Rail System

	Operating Options for Fiscal Year 2001	Additional Estimated Annual Operating Costs
1.	Operate Pilot Program for 1 st Quarter of FY 2001 Operate Remainder of FY 2001 at Current January 2000 Schedule	Baseline (+195,000)
2.	Continue Pilot Program for FY 2001	+ \$585,000
3.	Operate Pilot Program for 1 st Quarter of FY 2001 Operate Remainder of FY 2001 at Longer Term Plan	+ \$1,524,000

NOTES

1. Excludes construction cost impacts. To be included in FY 2001 Budget.
2. Existing hours of service provide last connecting trains at approximately 11:00 p.m.
3. Pilot program increases rail service from 11:00 p.m. to 11:30 p.m. everyday (last connecting trains) and provides evening improvements on bus lines 30 and 81.
4. Long term plan would provide last connecting trains at approximately 12:30 a.m.
5. Cost of operating Long Term Plan for all of FY 2001 is \$2,032,000.