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**PLANNING AND PROGRAMMING COMMITTEE  
November 5, 2014**

**SUBJECT: INTERSTATE-5/STATE ROUTE-14 CAPACITY ENHANCEMENT  
PROJECT**

**ACTION: APPROVE THE ADDITION OF A NOT TO EXCEED AMOUNT OF \$1M TO  
THE PROJECT COST FOR DRAINAGE RELATED ITEMS AND  
PROGRAM \$3M FOR REHABILITATION.**

**RECOMMENDATION**

- A. Approve the recommendation that LACMTA and Caltrans work with the Southern California Regional Rail Authority (SCRRA) to construct the remaining drainage utilizing remaining funds from the project.
- B. Program \$3M in Measure R 3% funds to be used by SCRRA for the construction related to the slope stability findings in the geotechnical report as part of their rehabilitation and renovation program on the Antelope Valley Line.
- C. Authorize the Chief Executive Officer, or his designee, to negotiate and execute all agreements necessary for these actions.

**ISSUE**

Caltrans constructed the Interstate-5/State Route-14 Capacity Enhancement Project. This project added an HOV connector between the two freeways. During the construction of the project it was determined that additional drainage work was needed. The drainage is related to the railroad right-of-way owned by LACMTA and operated and maintained by the Southern California Regional Rail Authority (SCRRA). Allowing the SCRRA to complete the work associated with the drainage will result in substantial cost savings to the project.

**DISCUSSION**

During the construction of the project several drainage issues emerged resulting in the flooding of the LACMTA owned railroad right-of-way, including the track structure. As a follow up to the concerns raised by SCRRA, Caltrans prepared a geotechnical report to address the issues related to the slope adjacent to the railroad right-of-way. This report identified drainage and slope stability issues and provided recommended modifications.

The report specifically addressed the drainage issue as it related to the construction of the project. As designed, the water from the overhead HOV connector was collected through piping attached to the columns and drained directly onto the slope within the railroad right-of-way. However, the geotechnical report proposed that this water be channeled away from the slope through piping attached to the column drain pipes and into a trapezoidal

channel within the railroad right-of-way. The design shown on the geotechnical report reflects this configuration.

In addition to addressing the drainage related to the project, the geotechnical report identified a slope stability condition at the location. In addressing this condition, the report combined the slope stability issue with the drainage issue, thereby creating the impression that the two were specifically related.

In May of 2014, meetings were held between LACMTA, SCRRA, and Caltrans. At these meetings the findings of the report were discussed in light of the project. As part of the discussion, the geotechnical report was dissected in order to determine what portion of the project was directly related to the project and what was considered a preexisting condition and not a direct result of the work. As a result it was determined that the slope stability issue is a preexisting condition and not a condition related to the project. In addition, it was also decided that the channelization of the drainage from the structure should have been part of the project.

As part of the conclusion of these meetings it was determined that the slope stability issue should be corrected. Since this is a preexisting condition related to the railroad right-of-way, the recommended repairs to the slope will be completed by SCRRA as part of their rehabilitation and renovation program

The drainage should have been channeled as part of the construction of the Project. The solution is to connect to the existing structure drains at the base of the columns with piping that would drain into a new trapezoidal channel within the railroad right-of-way. The option of including the drainage solution as a change order was explored with the contractor. There are significant logistical issues related to the contractor completing this work including; the use of specialized railroad on-track construction equipment, remobilization of the contractor, additional insurance, and additional railroad coordination issues. At the same time, the solution was discussed with the SCRRA with the concept that SCRRA would complete the work. It was determined that since SCRRA's contractors have ready access to the necessary on-track equipment it would be less expensive to have them complete the work. Further cost savings would be related to the railroad coordination, insurance, and flagging issues related to construction on railroad right-of-way. SCRRA's cost estimate for this work is \$1 million.

The final recommendations are:

1. Program \$3M in Measure R 3% funds to be used by SCRRA for the construction related to the slope stability findings in the geotechnical report as part of their rehabilitation and renovation program on the Antelope Valley Line.
- 2 SCRRA completes the drainage recommendations at a not to exceed amount of \$1 million. This would utilize existing surplus project funds.

### **DETERMINATION OF SAFETY IMPACT**

The drainage should be completed in order to avoid flooding of the SCRRA railroad tracks. The approval of this action will resolve that issue. The slope stability repairs will

provide longer term safety benefit by reducing the possibility of landslides into the railroad right-of-way.

### **FINANCIAL IMPACT**

The cost of \$1 million would come from the existing project funding.

The cost to correct the slope stability issue will be part of SCRRA's rehabilitation and renovation program for the Antelope Valley Line. These funds will be programmed from Measure R 3% funds.

### **Impact to Bus and Rail Operating Budget**

The funding of this Project will not impact the ongoing bus and rail operating budget.

### **ALTERNATIVES CONSIDERED**

An alternative would be to not approve the funding for the drainage. This would delay the correction of the issue since no additional funding is available.

### **NEXT STEPS**

With Board approval, the LACMTA Regional Rail department will work with Caltrans and SCRRA to develop the necessary agreements to complete the drainage construction.

### **ATTACHMENTS**

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