

Los Angeles County  
Metropolitan Transportation Authority

# Metro Division 13 Quarterly Project Status Report



Metro®

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# **METRO DIVISION 13 PROJECT**

## **QUARTERLY PROJECT STATUS REPORT**


THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA).

**SEPTEMBER 2013**

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## PROJECT SUMMARY

<b>LOCATION:</b> Los Angeles		<b>CONSTRUCTION MANAGEMENT CONSULTANT:</b> MARRS					
<b>DESIGN CONSULTANT:</b> McCarthy		<b>CONTRACTOR:</b> McCarthy					
<b>Wall Rebar Installation on Maintenance Building.</b>		<b>WORK COMPLETED PAST QUARTER</b>					
		<ul style="list-style-type: none"> <li>• Continued Fiber Optic Duct Banks installation on Vignes</li> <li>• Continued Fiber Optic Duct Banks installation on Chavez</li> <li>• Initiated work in the radiator area in Building 1</li> <li>• Continued waterproofing exterior walls</li> <li>• Continued lower level wall pours</li> <li>• Awarded Contract for CNG Fueling Facility</li> <li>• Completed recompaction west of Building 1</li> <li>• Completed all utility connections</li> <li>• Initiate foundations on what was formerly Lyon Street</li> <li>• Excavated soil on what was formerly Lyon Street</li> </ul>					
<b>EXPENDITURE STATUS</b> (\$ In Millions)		<b>SCHEDULE ASSESSMENT</b>					
<b>ACTIVITIES</b>	<b>CURRENT ESTIMATE</b>	<b>EXPENDED AMOUNT</b>	<b>PERCENT EXPENDED</b>	<b>MAJOR SCHEDULE ACTIVITIES</b>	<b>PRIOR PLAN</b>	<b>CURRENT PLAN</b>	<b>VARIANCE (WEEKS)</b>
<b>DESIGN</b>	7.73	7.33	94.8%	<b>Environmental</b>			
				Categorical Exemption	Dec-09 A	Dec-09 A	
<b>RIGHT-OF-WAY</b>	0	0	n/a	<b>Design</b>			
				Final Design	Oct-09 A	Oct-09 A	
<b>CONSTRUCTION</b>	78.72	20.12	25.6%	<b>Right-of-Way</b>			
				Not Applicable	n/a	n/a	n/a
<b>OTHER</b>	17.75	8.33	46.9%	<b>Construction</b>			
<b>TOTAL</b>	104.20	35.78	34.3%	Notice to Proceed	Jul-12 A	Jul-12 A	Complete
				Construction Complete	Jul-14	Jan-14	
<b>AREAS OF CONCERN</b>		<b>CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD</b>					
<ul style="list-style-type: none"> <li>• Relocation of Existing Fiber Optic/Copper Cables</li> <li>• Unforeseen Site Conditions</li> <li>• Project Schedule Reassessment</li> <li>• Buy America for Off-Site Utilities</li> </ul>		<ul style="list-style-type: none"> <li>• Finish installation of fiber optic duct bank and precast vaults</li> <li>• Complete water lines connections</li> <li>• Complete installation of plasma table</li> <li>• Complete Radiator Room relocations</li> <li>• Finish slab-on-grade at Transportation and Parking Garage</li> <li>• Award contracts for undergrounding low voltage</li> </ul>					
<b>ROW ACQUISITION</b>	<b>PLAN</b>	<b>ACQUIRED</b>	<b>REMAINING</b>				
PERMANENT PARCELS	0	n/a	0				
TEMPORARY PARCELS	0	n/a	0				
<b>TOTAL PARCELS</b>	0	n/a	0				

## **PROJECT OVERVIEW & STATUS**

The Division 13 Bus Maintenance and Operations facility is a bus maintenance, operations, and service facility located in downtown Los Angeles, California. The project is to be constructed on existing LACMTA properties located at the northeast corner of East Cesar Chavez Avenue and Vignes Street. The project delivery method is Design/Bid/Build.

The facility is designed to accommodate a fleet of CNG buses and consists of a multi-level structured parking garage, a maintenance building, bus fueling, bus washing, chassis wash and non-revenue vehicle washing, non-revenue vehicle fueling, and maintenance and transportation offices and support areas.

Division 13 strives to set an example of sustainable design (LEED Gold goal) and the responsible use of natural resources. Many of the materials specified in the construction of this project are regionally sourced and/or have a high recycled content. Attention has been paid to the use of potable water with an exemplary system of storm water reclamation and reuse for bus operations and washing, and low maintenance native vegetation. Storm water run-off and the urban heat island effect are also addressed by a demonstration green roof on the Transportation Building.

Service and vehicle equipment include two and three-post in-ground lifts with modern, computer controlled automated adjustment, a bus wash system utilizing reclaimed storm water, non-revenue vehicle wash systems utilizing 100% recycled water, three-axis lift systems for accessing roof mounted equipment on buses, mobile work platforms at lower level work areas, high-density palletized stacking systems, carousel and vertical retrieval modules for parts.

In June 2013, Metro completed the excavation and removal of Southern California Gas hazardous soil on site. Metro initiated talks with AT&T to install underground vaults and conduits for the DWP electrical utility as well as joint trench utility design for Edison, Time Warner, Verizon Wireless and Verizon California on Cesar Chavez Avenue. Metro submitted an application to DWP's Feed-in-Tariff (FiT) Program to re-incorporate the photovoltaic panels that were not selected as part of the base contract award.

In July 2013, Metro also submitted an application to DWP's Solar Incentive Program (SIP) for the photovoltaic panels. AT&T was issued a task order to perform the installation of underground DWP vaults and conduit along Cesar E. Chavez Ave and the Cesar Chavez Avenue and Vignes Street intersection. Metro achieved a significant milestone on July 14<sup>th</sup> by completing the sanitary sewer line connection from manholes No. 24 to No. 25 at Vignes Street and Cesar Chavez Avenue intersection that was the cause of significant project delay. The Division 13 project was also selected to be offered a FiT contract from DWP.

In August 2013, the Division 13 SIP was selected for award. The project team is evaluating the FiT and SIP applications for cost and benefits to the project. While performing potholing on Cesar Chavez Avenue, AT&T discovered "voids" in trench pathway. Metro is coordinating with archaeologist to perform additional investigation as well as with City staff for possible engineering solutions.

## MANAGEMENT ISSUES

### **Concern No. 1: Relocation of Existing Fiber Optic and Copper Cables**

**Status/Action** Metro installed temporary Microwave IT/Communication Systems between the Metro Gateway Building and the Central Maintenance Facilities Buildings. The existing fiber optic and copper duct bank interfered with demolition and construction. Metro is coordinating with AT&T and Time-Warner cable to relocate permanent fiber optic and copper cables on Lyon Street, Vignes Street, Cesar Chavez Avenue and the new Metro Drive.

### **Concern No. 2: Unforeseen Site Conditions**

**Status/Action** **CLOSED:** Metro completed Building 1, 2 and 3 foundations and lower level walls and columns.

### **Concern No. 3: Project Schedule Re-assessment**

**Status/Action** The August 2013 Schedule update had 75 working days of negative float. The Contractor has provided written Time Impact Analysis (TIAs) illustrating the impact of the delays on the Critical Path utilizing the current CPM Schedule and a separate fragnets showing Contractor's plan to mitigate various issues.

### **Concern No. 4: Project Cost Re-assessment**

**Status/Action** Professional Services costs are being reassessed, especially those related to design cost.

### **Concern No. 5: Utility Relocation**

**Status/Action** **CLOSED:** Metro completed all utility relocations through Metro Driveway.

### **Concern No. 6: Undergrounding of Utilities on Cesar Chavez Avenue**

**Status/Action** AT&T pothole along Cesar Chavez Avenue prior to starting the installation of underground DWP duct banks and precast concrete vaults. During the potholing large voids were found under the street surface. Voids were back filled with concrete slurry. The sewer connection issues at the intersection of Vignes Street and Cesar Chavez Avenue was resolved.

## MANAGEMENT ISSUES (Continued)

**Concern No. 7: Lyon Street Vacation**

**Status/Action**      **CLOSED:** Lyon Street was demolished and vacated in August 2013.

**Concern No. 8: Soil Export and Import Issues**

**Status/Action**      Over excavation and poor soils as directed by Project Geotechnical Engineer resulted in a significant and unanticipated export of Southern California Gas contaminated soil. Project has to import additional soils to be used as structural backfill throughout the site.

**Concern No. 9: CNG Contractor Coordination**

**Status/Action**      With Metro Board approval, Metro recently awarded Division 13 CNG Facility's design and construction to Clean Energy. Metro will need to coordinate CNG layout and construction with the Division 13 Contractor (McCarthy).

**Concern No. 10: Central Maintenance Facility Coordination**

**Status/Action**      Metro needs to coordinate work within the existing CMF Building 1, including equipment required for the Radiator and Welding Shops.

**Concern No. 11: Time Impact Analysis**

**Status/Action**      The contractor is submitting TIAs in order to determine the total time impacts incurred to the Contract Milestone as a result of Concerns 2, and 6 related to unforeseen sewer obstructions at the intersections of Vignes Street and Cesar Chavez Avenue.

## PROJECT SCOPE

### PROJECT SIZE:

#### Site Area:

8.25 Acres (Division 13 only) / 10.58 Acres (including the entire site area)

#### Garage and Bus Fueling/Washing:

442,655 sf (~145,000 sf on each of 3 floors; lower level: employee & visitor parking; main level: bus parking, fuel & wash facilities; upper level: bus parking)

#### Maintenance:

71,000 sf (~7,800 sf – lower level; ~54,000 sf – main level; ~9,200 sf mezzanine level)

#### Operations/Transportation Building:

21,000 sf (~5,500 sf – lower level; ~9,000 sf – main level; ~6,500 sf – level two)

#### Bus Parking:

200 equivalent bus parking spaces

#### Employee Parking:

397 Spaces

### FEDERAL GRANTS AWARDED TO PROJECT:

\$47,750,000 State of Good Repair Grant

\$5,500,000 Clean Fuels Grant

### PROJECT BACKGROUND:

Public and infrastructure projects represent a commitment by government to the people they represent. The LA Metro Division 13 project is an example of this commitment. Its high-quality design will convey an element of respect to both the citizens that engage public transportation during their daily routine, and to those the agency employs to operate within the facility. As an efficient and highly functional facility, Division 13 is designed to realize operational savings while being a responsible, sustainable and aesthetically pleasing addition to the community.

- First new maintenance and operation facility to be commissioned by Metro in over 27 years with the goal of providing better service for LA residents
- Designed to optimize Metro's bus transit service throughout Central Los Angeles and the surrounding area
- Division 13's prominent siting will alter the urban landscape by replacing an inefficient surface parking lot with a landmark architectural icon for the LA community

## PROJECT SCOPE (Continued)

- The LA Metro Division 13 project:
  - Includes a maintenance facility with 19 service bays for the operation and maintenance of Metro's fleet
  - Can accommodate up to 200 CNG standard sized buses
  - Is designed to handle 60' long articulated buses
  - Provides a two story bus parking garage with fuel and wash facilities that can park and service 200 standard sized CNG buses daily and a Fleet Operations and Transportation Building for 329 employees
  - Will also accommodate 41 non-revenue vehicles and employee parking for 397
  
- Sustainable design features:
  - Site and building shade structures
  - Natural ventilation
  - Glare and heat gain reduction glazing
  - Daylighting to all major work areas
  - 275,000 gallon underground storm water retention tank
  - Green Roof garden, accessible to Metro employees
  - Cool Roof to reduce Heat Island Effect
  - Water efficient landscaping
  - Registered with the USGBC as Pursuing LEED-NC Gold

Division 13's primary architectural concept addresses the two major street facades of the facility with one palette of materials reflecting two separate conditions of movement. The Cesar Chavez elevation uses architectural panels to screen bus parking and circulation ramps, reflecting the high speed automobile activity that defines western American cities. At night the façade's focus shifts to highlight the functional movement of buses. The Vignes St. elevation addresses a slower, pedestrian scale appropriate to its urban setting and will encourage the public to utilize the urban plaza adjacent to the intersection of the two streets. The transportation building resides in front of the two story garage and is placed adjacent to the street to accommodate a need to screen operational functions while promoting a walkable, urban environment.

### PARKING STRUCTURE

The parking structure will be in 3 levels as explained below.

- The Ground Level Parking will accommodate fare retrieval, bus fueling, and wash activities with enough storage area to accommodate 52 standard buses. The ground floor of the parking structure will be dedicated to bus maintenance activities including tire and repair bays, a brake shop and a materials handling area. An entry lobby, providing elevator and stairway access to each floor of the proposed parking structure, will be located at the northeast and northwest portion of the parking structure.

## PROJECT SCOPE (Continued)

- The 2<sup>nd</sup> level Parking will provide parking for approximately 108 buses and 40 layover spaces. This level will also provide office spaces, break rooms, training room, rest rooms and conference room for Metro Staff.
- The 3<sup>rd</sup> level Parking will include 397 employee and visitor parking spaces.

### BUS MAINTENANCE FACILITY

The proposed parking structure will be flanked by two administrative uses, on the west end immediately north of the Vignes Street/Cesar E. Chavez Avenue intersection, by the two-story administration/office building, while the maintenance building will be located on the east end of the parking structure. The ground floor of the operations building will include dispatch offices, a kitchen and employee lounges, while the second floor will be comprised primarily of office uses. The ground floor of the maintenance building will include general maintenance uses such as tire bays and repair shops as well as a welding and materials handling area. The second floor will include maintenance and transportation offices, a training room and other office-related uses.

### BAUCHET PARKING STRUCTURE

A three-story parking structure has been constructed at the northern portion of the project site. This structure contains 427 parking spaces. The structure will provide approximately 50 employee parking spaces for the Bauchet Street Storage and Facilities' Maintenance Structure and replace the Central Maintenance Facility (CMF) Lot A surface parking lot that has been removed as part of the project. Access to this structure is provided via an entrance located on Macy Street, east of Bauchet Street. Additional egress only will be provided via an egress road located on CMF property that will exit on Cesar Chavez Avenue or Keller Street.

## PROJECT SCOPE (Continued)

### PROJECT LOCATION

The project site is situated in the industrial area northeast of Downtown Los Angeles.

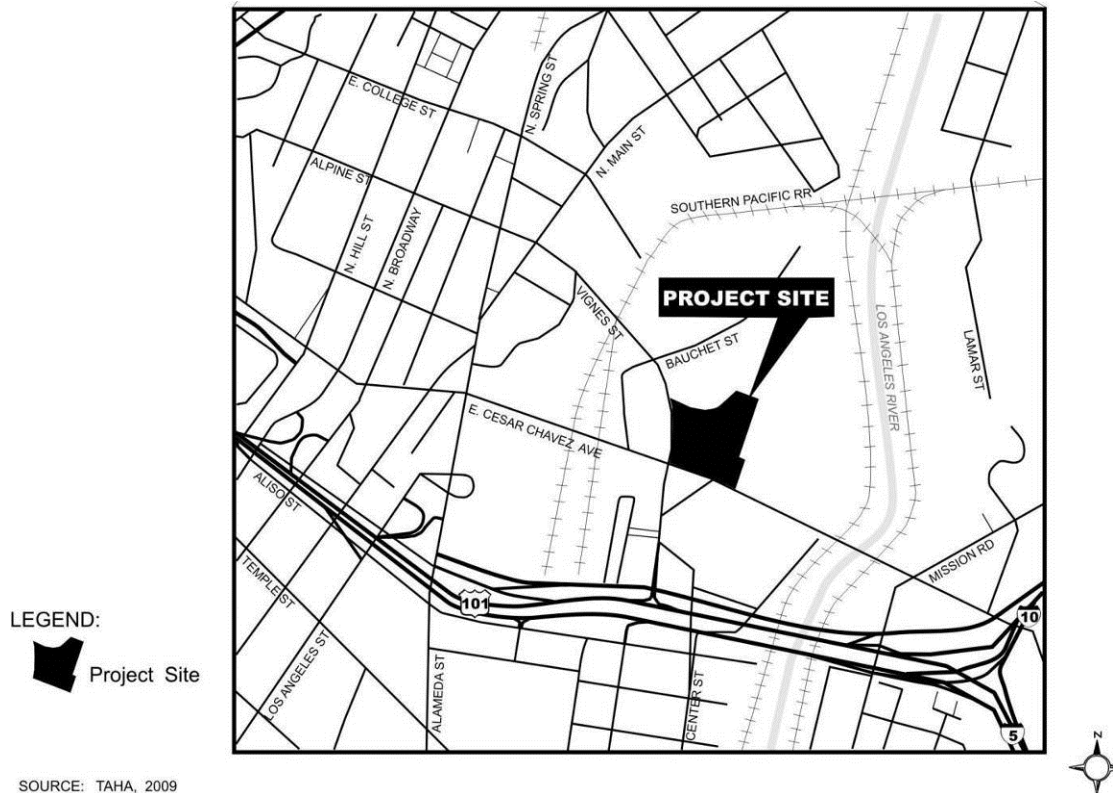


Figure 1 – Location Map

Regional access to the project site is provided by U.S. Highway 101/Interstate 5 (Hollywood Freeway/Santa Ana Freeway), which is less than 0.5 miles south of the project site, and Interstate 10 (San Bernardino Freeway), which is approximately 0.5 miles southeast of the project site.

The project site is located on the northeast corner at the intersection of Vignes St. and Cesar E. Chavez Ave. It is bound by the Twin Towers Correctional Facility and Bauchet Street to the north; Vignes St. to the west; the Metro Support Services Center (MSSC), the Burlington Northern Santa Fe Railroad (BNSF) intermodal yard, and the Los Angeles River to the east and the C. Erwin Piper Technical Center and Cesar E. Chavez Ave. to the south (Figure 1).

### KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14
Complete Relocation of Radiator Shop	10/9/2013*	○					
Complete Foundation at Building A Level 1	10/8/2013*	○					
Start Slab-on-Grade at Building A Level 1	10/9/2013*	○					
Start Walls and Columns for Building C Level 1	10/29/2013*	○					
Start Elevated Deck at Building C Level 1	11/8/13		○				
Complete Slab-on-Grade at Building A Level 1	11/12/2013*		○				
Start Foundation at Building F	11/13/2013*		○				
Complete Foundation of Building F	12/4/2013*			○			
Complete Foundation of Building C	12/9/2013*			○			
Complete Slab on grade for Building B	12/9/2013*			○			
Start Elevated Deck at Building B Level 1	12/11/13			○			
Start CNG Yard at Building B	12/13/2013*			○			
Complete the DWP U/G electrical power along Cesar Chavez Avenue	1/14/14				○		
Complete Slab-on-Grade at Building F	2/10/14					○	
Complete Elevated Deck Pour at Building B Level 1	3/3/14						○
Complete Structural Deck at Building F	3/12/14						○



Metro Milestone



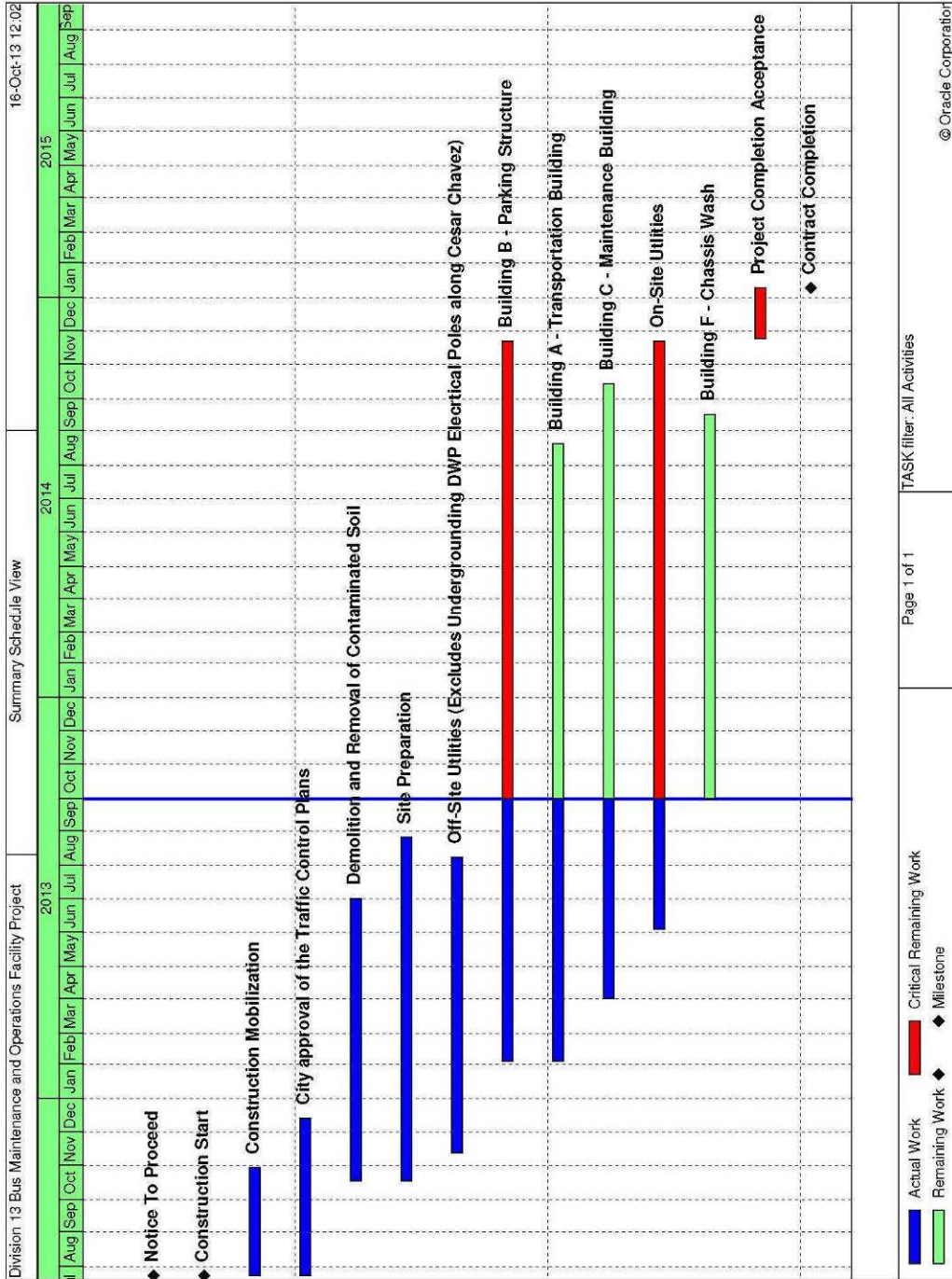
Contractor



Third Parties Approval

\* New Date

## PROJECT SUMMARY SCHEDULE



## **CRITICAL PATH NARRATIVE**

Based on the current summary schedule, the primary critical path runs through On-Site Utilities, Building B – Parking Structure, and Project Completion and Acceptance.

## PROJECT COST STATUS

DIVISION 13  
 FEDERAL PROJECT # CA-04-0190-00, PROJECT 202001  
 ENGINEERING CAPITAL IMPROVEMENT PROJECTS DIVISION  
 METRO TRANSIT PROJECT DELIVERY DEPARTMENT  
 COMBINED COST REPORT BY ELEMENT  
 PERIOD ENDING: SEPTEMBER 2013  
 DOLLARS

ELEMENT CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	76,447,000	-	77,300,000	-	68,834,000	2,884,714	21,381,000	(248,000)	77,052,000	248,000
S	SPECIAL CONDITIONS	-	-	5,455,000	1,037,000	2,767,000	1,167,000	1,846,000	810,000	6,265,000	(810,000)
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	13,425,000	-	19,625,000	580,000	14,821,000	1,260,000	13,817,000	191,000	19,816,000	(191,000)
PC	PROJECT CONTINGENCY	5,128,000	-	1,820,000	-	-	-	-	(753,000)	1,067,000	753,000
<b>TOTAL PROJECT</b>		<b>95,000,000</b>	<b>-</b>	<b>104,200,000</b>	<b>1,617,000</b>	<b>86,422,000</b>	<b>5,311,714</b>	<b>37,044,000</b>	<b>-</b>	<b>104,200,000</b>	<b>-</b>

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH September 30, 2013

## PROJECT COST ANALYSIS

### Original and Current Budget

The original Life of Project (LOP) budget of \$95,000,000 was established in September 2008 when the project was in preliminary design. In April 2013, the Metro Board increased Project 202001 Life of Project Budget (LOP) by \$9,200,000 from \$95,000,000 to \$104,200,000. Last quarter, the revised LOP put the Current Budget in line with the overall Current Forecast. Although the forecast trended higher for two elements, the project team is not reallocating funds for reasons discussed in the Current Forecast below.

### Current Forecast

Despite trending higher in two elements, the overall Current Forecast remains unchanged. The Construction forecast is trending down \$248K due to a credit related to the CNG Fueling Facility. Potentially offsetting the credit is a large number of change notices submitted in July and August. However, since they need to be evaluated for merit, the budget has not been revised. The forecast for Special Conditions increased due to the discovery of voids beneath the street on Cesar Chavez during potholing activities related to undergrounding electric power lines. The extent and impact of this discovery is still being evaluated. Professional services are trending slightly higher due to an additional inspector, office engineer and configuration management consultant that have been brought in to assist with the job. The forecast for Contingency should improve over the next quarter as staff continues to pursue cost recovery and credit change orders.

### Commitments

Commitments at the end of September were \$86.4 million. Commitments increased this period by \$1.6 million primarily due to an agreement with the City of Los Angeles for moving the overhead power lines underground. The City of Los Angeles requested an \$874K payment up-front instead of at the completion of the work. The balance of the commitments were due to the construction management consultant contracts; task orders issued for

## PROJECT COST ANALYSIS (Continued)

archeological and paleontological monitoring; the cost of Metro staff and payments to the Los Angeles Department of Water and Power (LADWP) to obtain permits for fire service water and relocating a fire hydrant.

### **Expenditures**

Expenditures are cumulative through September 30, 2013. Expenditures increased \$5.31 million this reporting period primarily due to work performed by the construction contractor. Approximately \$1.037 million was spent this period on Special Conditions related primarily to the Master Cooperative Agreements with the City of Los Angeles, but also included payments to the Los Angeles Department of Water and Power (LADWP) for permits. The \$1.26 million spent this period on professional services was for costs associated with in-house project administration, the construction management consultants and construction support by the design consultant.

## FINANCIAL/GRANT STATUS

SEPTEMBER 2013

STATUS OF FUNDS BY SOURCE

\$ in millions

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to FUNDING SOURCE \$	%
STATE PROP 1B - PTMISEA*	85.0	36.6	31.0	33.2	91%	21.9	60%	19.9	54%
TDA ARTICLE 4	10.0	14.3	0.0	0.0	0%	0.0	0%	0.0	0%
FEDERAL - 5309	0.0	47.8	47.8	47.8	100%	15.2	32%	15.2	32%
FEDERAL - 5308	0.0	5.5	5.5	5.5	100%	0.0		0.0	
<b>TOTAL</b>	<b>95.0</b>	<b>104.2</b>	<b>84.3</b>	<b>86.4</b>	<b>82.9%</b>	<b>37.0</b>	<b>35.6%</b>	<b>35.1</b>	<b>34%</b>

\* PTMISEA: Public Transportation Modernization and Improvement Surface Enhancement Account

NOTE: Expenditures are cumulative through September 2013.

## STATUS OF FUNDS ANTICIPATED

**STATE PROP 1B PTMISEA:** State Proposition 1B Bond sales provided \$31M to the project and the funds are available for drawdown. A grant allocation to Caltrans for the remaining \$5.6M was requested in March 2013. Allocation approval is expected by December 2013.

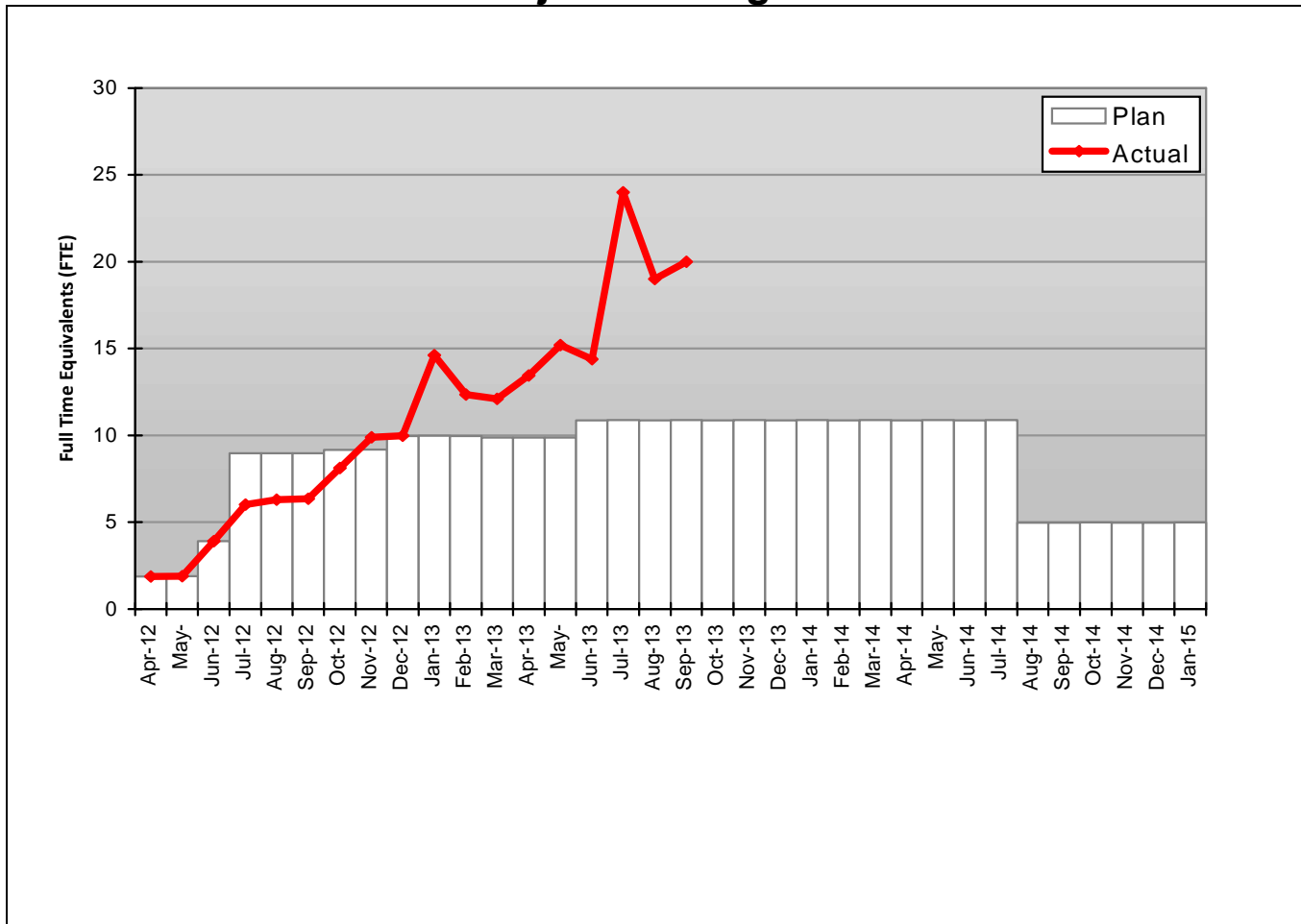
**TDA ARTICLE 4:** The Metro Board approved the allocation of \$5.1 million to the project. FY14 Budget does not include the allocation of TDA Article 4 Funds.

**FEDERAL 5309:** \$47.8M under FTA grant CA-04-0190 is available for drawdown for the construction of Division 13 Bus Operations and Maintenance Facility.

**FEDERAL 5308:** \$5.5M under FTA grant CA-58-0006 is available for drawdown for the construction of Division 13 CNG Fueling Facility.

## STAFFING STATUS

### Total Project Staffing - FTEs



### Total Project Staffing

The changes to the staffing status are due to unanticipated number of Request-For-Information (RFIs), unanticipated number of Change Notices, different site condition, changes to design, and additional design need. The indicated unanticipated work and delays caused by the different site condition increased the need for additional staffing to support the Construction Management of the Project.

## ENVIRONMENTAL STATUS

### Environmental Status since issuance of the FTA NEPA Categorical Exclusion:

- A NEPA CE was granted by the FTA on December 18, 2009.
- Lyon Street was vacated on November 18, 2009.
- A street tree removal permit was granted from the City of LA on May 19, 2011.

**The following IS/MND mitigation measures have been addressed and included in the Specification and/or Design drawings:** AE 1, AE 2 (LEED requirements), AE3, CR4, N4, GS 1

**The following construction mitigation measures are being implemented as required: They are continually renewed and adjusted per changing site conditions:** AQ1, AQ 2, AQ3, AQ4, AQ5, AQ6, AQ7, CR1, CR2, CR3, CR4, CR5, CR6, G52, HM1, HM2, HM3, N3, N4

- Regarding mitigation measures CR1 – CR6, Archaeological and Paleontology monitoring have been occurring since project excavation began. To date, 15 features have been uncovered and will be evaluated against Section 106 requirements. One feature, a human bone was discovered and the LA County Coroner was notified. Consultation then ensued between the Native American Most Likely Descendent (MLD), Federal Transit Administration, State Historic Preservation Officer and Metro. Consultation and the resulting process are documented in a letter to SHPO dated May 20, 2013. Native American monitoring continued through the remainder of the excavation per agreement with the MLD. Carbon dating of the human remains is completed and will be documented in the final Section 106 report. Main excavation is completed and we are researching, culling and curating artifacts. However, there is some minor utility trenching and further soil remediation work that will be monitored in the future.

## QUALITY ASSURANCE STATUS

### C0974 Division 13 Maintenance & Operations Facility

- Reviewed Change Technical Evaluation for CN 00047 Sanitary Sewer Manhole Unforeseen Obstructions.
- Assisted Contractor with testing of import fill from Metro Orange Line Extension and I-405 HOV Projects.
- Monitored concrete slab on grade pours.
- Attended weekly coordination meetings.

## **SAFETY AND SECURITY STATUS**

- There was one recordable injury on the Project during the quarter from July to September 2013.
- Safety Staff participated in pre-activity (readiness review) meetings to ensure compliance with approved Work Plans and contract specifications.
- Monitoring construction activities during day shifts to ensure contractor compliance with contract specifications.
- Safety staff attended weekly Progress Meetings, Foreman's Weekly Safety Meetings and other project meetings to evaluate Contractors Safety Program compliance with contract requirements.
- Conducted project-wide safety walks with the Contractor and assisted with any safety concerns.
- July - September 2013 Contractor Work Hours (Design & Construction): 24,361
- Contractor – Project to Date Work Hours (Design & Construction): 79,243
- Total Project to Date Work Hours (Contractor & Metro Staff): 79,243
- Project to Date Recordable Injury Rate: 0.40 (each rate is per 200,000 work hours)
- Project to Date Total Time Away Injury Rate: 0.0 (Zero Time Away From Work Injuries)
- Project to Date Total Days Away Rate: 0.0 (Zero Days Away From Work)

**THIRD PARTY AGREEMENT STATUS**

<b>Third Party</b>	<b>Type of Agreement</b>	<b>Forecast Execution Date</b>	<b>Required Need Date</b>	<b>Status/ Comments</b>
City of Los Angeles	Master Cooperative Agreement	Completed	N/A	Executed
LADWP Power	Utility Cooperative Agreement	Completed	N/A	Executed
LADWP Water	Utility Cooperative Agreement	Completed	N/A	Executed
Verizon	Utility Cooperative Agreement	Completed	N/A	Executed
AT&T	Utility Cooperative Agreement	Completed	N/A	Executed
Southern California Gas Company	Utility Cooperative Agreement	Completed	N/A	Executed

## CONTRACT STATUS

<p><b>Metro Division 13 Bus Maintenance and Operations Facility Project</b>  <b>Contractor: McCarthy</b></p> <p><b>Progress/Work Completed:</b>                  Major work started/completed this period:                  • Miller Environmental completed the excavation and removal of the majority of project site hazardous soil. Some Southern California Gas hazardous soil remain and will be removed when utility trenches are excavated.                  • Building 1, 2 and 3 foundations are 100% complete.                  • Areas 2, 3, 4, and Areas 8, 9, 10 lower level walls and columns.                  • Installation of the oil interceptor and the underground plumbing at the Parking Garage.                  • 8' and 10" water lines, sanitary sewer system and storm drain lines at Metro Driveway.                  • Sanitary sewer lines and manholes no. 24 and 25 at Vignes Street and Cesar Chavez Avenue intersection.</p> <p><b>Areas of Concern:</b>                  • Fiber optic design by AT&amp;T/Metro Impacting conduits and vault at Vignes Street repair.                  • Fiber optic design by AT&amp;T/Metro at Metro Driveway, termination into CMF and point of connection to Division 13 Project.                  • Final DWP design and yard design impacting underground coordination.                  • Export of SCG contaminated soils throughout the project site exceeding the bid quantities.                  • Re-design of fire water service from Cesar Chavez to Building C.                  • Added new 6" water line along Metro Drive.                  • Voids and unforeseen utilities along Cesar Chavez Avenue.</p>	<p><b>Contract No.: C0974</b></p> <p><b>Status as of: September 27, 2013</b></p> <p><b>Major Activities (In Progress):</b>                  • Excavation and removal of dirt and debris on Lyon St.                  • Concrete walls and columns for Parking Garage and Maintenance Buildings.                  • Underground mechanical ducts installation at Maintenance Building.                  • Underground fiber optic duct bank and precast pull vaults on Vignes St. and Metro Driveway.                  • Plumbing, electrical and equipment installation at the radiator Shop at the existing Building 1.</p> <p><b>Major Activities Next Period:</b>                  • Concrete lower level walls and columns for Parking Garage Building.                  • Concrete slab-on-grade at Parking Garage Building.                  • Underground fiber optic duct bank, 6" water and 6" gas lines on Metro Driveway.                  • Undergrounding of DWP electrical power lines on Cesar Chavez Avenue.                  • Elevated concrete slabs throughout project.                  • Demolition of existing infrastructure at Building 1 for the remodeling of the new Radiator Shop.                  • CNG design, layout and construction.</p>																																				
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## CONSTRUCTION PHOTOGRAPHS

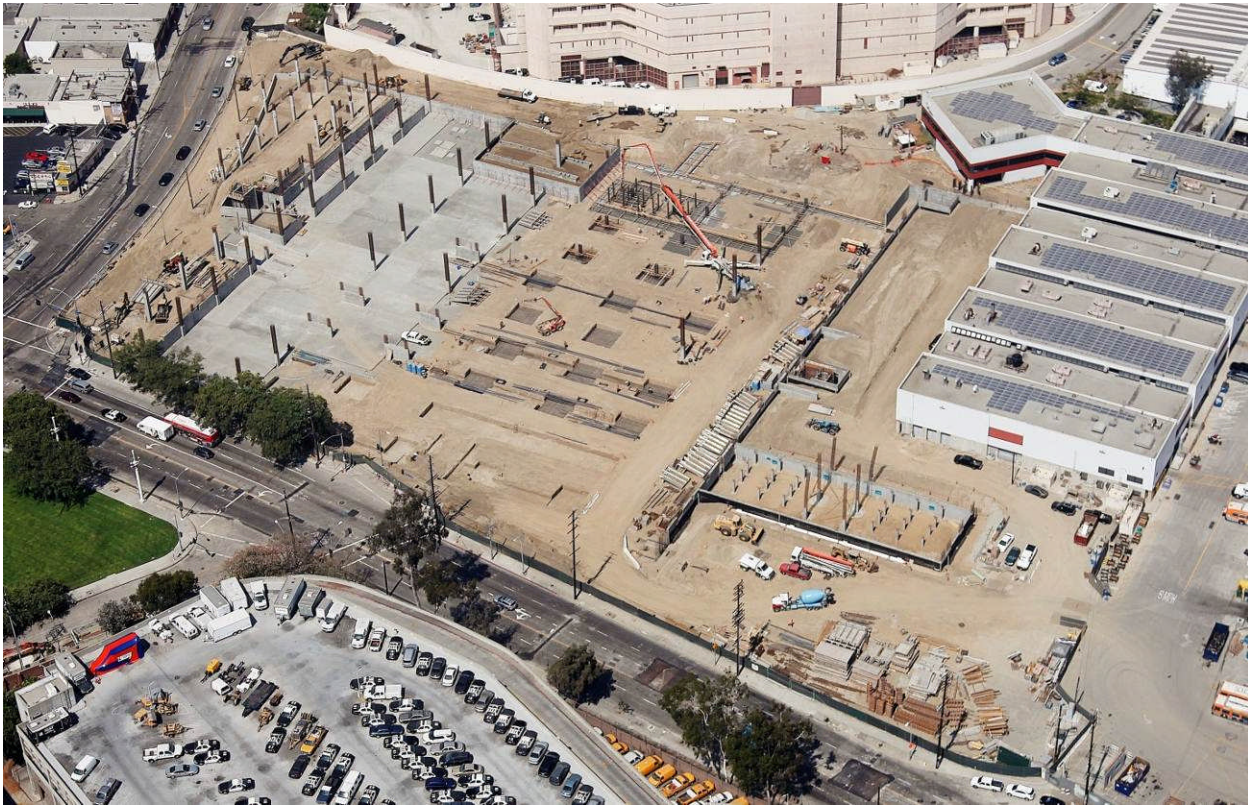


Transportation Building, Parking Garage and Maintenance Building in construction; at the bottom side Cesar Chavez Avenue and at the left side Vignes Street – July 2013.



Transportation Building, Parking Garage and Maintenance Building in construction; at the bottom side Cesar Chavez Avenue and at the left side Vignes Street – August 2013.

## CONSTRUCTION PHOTOGRAPHS



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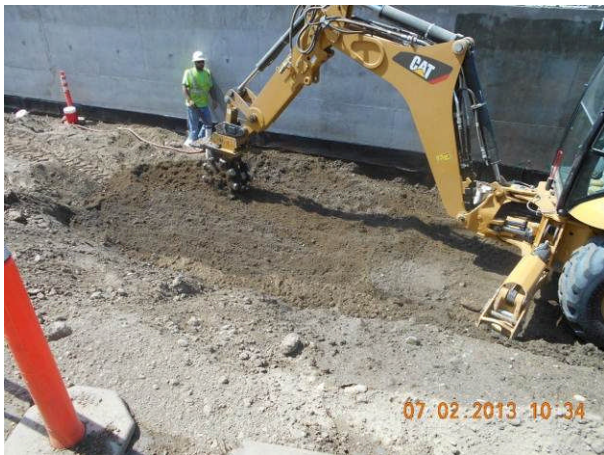
## CONSTRUCTION PHOTOGRAPHS



Provisional sanitary sewer piping.



New storm drain pipe and existing pipe connection .



Fill and compacting along retaining wall on Metro Driveway.



Wall foundation concrete placement on Maintenance Bldg.

## CONSTRUCTION PHOTOGRAPHS



Wall foundation rebar on Maintenance Building.



Concrete on wall foundation on Maintenance Building.



New waterproofing outside Parking Building walls.



SOG fine grading operation on Parking Building.

## CONSTRUCTION PHOTOGRAPHS



Water pipe RPP Devices installation on Metro Driveway.



Water pipe valves installation on Metro Driveway.



Wall rebar installation on Maintenance Building.



Gravel base for slab on grade on Parking Building.

## CONSTRUCTION PHOTOGRAPHS



Slab on grade rebar installation on Parking Building.



MH excavation on Vignes and Cesar Chavez intersection.



LADWP removing existing water pipe valve/meter on Metro Driveway.



Drain pipe installation inside Parking Building.

## CONSTRUCTION PHOTOGRAPHS



Rebar anchorage for SOG refill at new Radiator Shop.



Pavement demolition and removal on Lyon Street.



Gridline H shear wall form on Maintenance Building.



Slab on grade concrete placement on Parking Garage.

## CONSTRUCTION PHOTOGRAPHS



Slab on grade floating finish surface on Parking Garage.



Contractor working on water meter vault at Vignes.



Existing pipes demolition and removal at Lyon Street.



Filling and backfilling on Metro Driveway.

## CONSTRUCTION PHOTOGRAPHS



New waterproofing installation on Maintenance Building.



SOG refill and electrical work at new Radiator Shop



First level compacting and grading at Transportation Bldg.



Outside wall waterproofing at Maintenance Building

## CONSTRUCTION PHOTOGRAPHS



Compressed air equipment at new Radiator Shop.



Moving columns forms to Transportation Building..



Fiber optic duct installation near Cesar Chavez Avenue.



Electrical conduit attached to ceiling structure at Radiator.

## CONSTRUCTION PHOTOGRAPHS



Connecting to main electrical control panel at Radiator Shop.



Foundations lay out on Area 5, 6 and 7 at Parking Garage.



Domestic water and sewer pipes at Transportation Bldg.



DWP electrical inspection vault on Cesar Chavez.

## CONSTRUCTION PHOTOGRAPHS



Foundation excavation Area 5, 6 and 7 at Parking Garage.



Storm drainage pipe installation at Transportation Bldg.



Tunnel and Area 5, 6 and 7 rebar installation at Building 2.



Radiator leak test tanks at New Radiator Shop.

## CONSTRUCTION PHOTOGRAPHS



Control panel for electrical system at Radiator Shop.



Elevator 1 concrete placement operation at Building 1.



Underground mechanical ducts installation Maintenance Bldg.



Foundations for columns and walls at Parking Garage.

## CONSTRUCTION PHOTOGRAPHS



Boil out tank equipment at New Radiator Shop.



Storm water jellyfish excavation on Metro Driveway.



Area 5 and 8 columns and walls rebar installation at Park G



Existing rest rooms demolition/ removal at Radiator Shop

## **CHRONOLOGY OF EVENTS**

December 2, 2011	Project put on hold by Metro Management.
April 3, 2012	Project hold released by Metro Management.
May 15, 2012	Award Notice issued to successful bidder.
May 24, 2012	Contract awarded to McCarthy Building Companies.
May 24, 2012	Limited Notice to Proceed issued to contractor for non-construction, non-craft labor work.
July 23, 2012	Notice to Proceed issued to Contractor.
December 3, 2012	The City of Los Angeles (Department of Transportation) approved temporary Traffic Control Plans.
December 18, 2012	Start of hazardous soil removal.
December 18, 2012	Start City utilities at Vignes Street.
January 8, 2013	Mass grading, over-excavation and recompaction at Transportation and Parking Structure.
January 31, 2013	Mass grading, over-excavation and recompaction at Maintenance Building.
February 6, 2013	Start layout for foundations at Transportation and Parking Garage buildings.
February 28, 2013	Start concrete placement for foundations at Transportation and Parking Structure.
March 12, 2013	Start lower level shear and retaining walls reinforcement at Transportation and Parking Structure.
March 26, 2013	Discover fossilized human bone at Vignes Street.
April 18, 2013	Start excavation and layout foundations at maintenance building.
April 24, 2013	Start footing reinforcement at Maintenance Building.
April 25, 2013	Complete installation of Shoring Piles and Shoring at Diamond Building.

### **CHRONOLOGY OF EVENTS (Continued)**

April 25, 2013	Complete excavation of foundations at Building C.
April 30, 2013	Start footing concrete placement at Maintenance Building.
May 13, 2013	Start on-site utilities at Transportation Building.
May 15, 2013	Start installation of below grade waterproofing.
May 23, 2013	Complete slot cutting at west side of Building 1.
June 12, 2013	Approval of Cesar Chavez Traffic Plans.
June 18, 2013	Complete installation of storm drain.
July 13, 2013	Install foundation at Building C along H Line.
July 14, 2013	Complete jack and bore from MH #24 to MH #25 intersection Vignes/Cesar.
July 19, 2013	Slot cutting at the south of Building No. 1.
July 23, 2013	Complete foundation of wash pit.
July 29, 2013	Completion of 10 and 8 inch water line.
August 2, 2013	Start relocation of Radiator Shop.
August 7, 2013	Complete installation of offsite sewer line.
August 19, 2013	Complete Slab-on-Grade Phase No. 1 at Building B.
August 22, 2013	Complete wash pit walls.
August 23, 2013	Complete excavation and removal of Lyon Street.
August 30, 2013	Install telephone and data line at Radiator Shop.
Sept. 27, 2013	Install equipment and HVAC System at Radiator Shop.
Sept. 30, 2013	Complete foundations at Building B.

## APPENDICES

### COST AND BUDGET TERMINOLOGY

**ADOPTED BUDGET:** The Approved Project Budget as established by Metro Board of Directors at the time it authorizes Construction Project Management Division to commence full design and construction of the project (Project Adoption).

**CURRENT FORECAST:** Evaluation of costs to go combined with actual expenditures.

**COMMITMENTS:** The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other Metro actions which have been spent or result in the obligation of specific expenditures at a future time. Also includes commitments reported by other agencies.

**EXPENDITURES:** The total dollar amount of funds expended by Metro for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in Metro's Financial Information System (FIS and expenditures reported by other agencies.

## APPENDIX LIST OF ACRONYMS

AFC	Approved For Construction
BNSF	Burlington Northern Santa Fe Railway
CADD	Computer Aided Drafting and Design
CCTV	Closed Circuit Television
CD	Calendar Day
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CMIA	Cash Management Improvement Act
CN	Change Notice
CNG	Certified Natural Gas
CO	Change Order
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CO	Change Order
CTC	California Transportation Commission
D-B	Design-Build
D-B-B	Design-Bid-Build
DBOM	Design, Build, Operate and Maintain
DD	Design Development
DEIR	Draft Environmental Impact Report
DWP	Department of Water and Power
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FD	Final Design
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FIS	Financial Information System
FOCT	Fiber Optics Cable Transmission System
FTE	Full Time Equivalent
IFB	Invitation for Bid
IPO	Integrated Project Office
LA	Los Angeles
LFAT	Local Field Acceptance Test
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LOP	Life of Project
MCA	Master Cooperative Agreement
METRO	Los Angeles County Metropolitan Transportation Authority

## APPENDIX LIST OF ACRONYMS (Continued)

MIS	Major Investment Study
MOT	Maintenance of Traffic
MOU	Memorandum of Understanding
MSSC	Metro Support Services Center
N/A	Not Applicable
NOA	Notice of Award
NTE	Not to Exceed
NTP	Notice To Proceed
O & M	Operations and Maintenance
PC	Project Control
PE	Preliminary Engineering
PIP	Project Implementation Plan
PLA	Project Labor Agreement
PM	Project Manager
PMA	Project Management Assistance
PMP	Project Management Plan
P&P	Policies & Procedures
PR	Project Report
PS&E	Plans, Specs & Engineering
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RFC	Request For Change or Released for Construction (based on context)
RFP	Request For Proposal
ROM	Rough Order of Magnitude
ROW	Right-Of-Way
RSTP	Regional Surface Transportation Program
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCE	Southern California Edison
SD	Storm Drain
SIT	System Integration Testing
SOW	Statement Of Work
SP	Special Provision
TBD	To Be Determined
UPS	Uninterrupted Power Supply
USDOT	United States Department of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package