



**THE PORT  
OF LOS ANGELES**  
Executive Director's  
Report to the

Board of Harbor Commissioners

**DATE: MAY 30, 2013**

**FROM: CONSTRUCTION**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ - CHANGE ORDER NO. 7  
STEEL PILE SUBSTITUTION  
CONTRACTOR: MCM CONSTRUCTION, INC.  
SOUTH WILMINGTON GRADE SEPARATION  
SPECIFICATION NO. 2690A – CONTRACT NO. 2283**

**SUMMARY:**

Change Order No. 7 to Contract No. 2283 (South Wilmington Grade Separation project), in the amount of \$1,500,000, authorizes MCM Construction, Inc. (MCM) to furnish and install steel piles in lieu of 24-inch octagonal concrete piles, as a material substitution for the South Wilmington Grade Separation Project (Project). These piles are the foundation for the grade separation structure linking Harry Bridges Boulevard, Pier A Street and Fries Avenue with a proposed new entrance to the Trans Pacific Container Service Corp. (TraPac) Terminal.

Contract No. 2283 was approved by the Board of Harbor Commissioners (Board) on November 1, 2012 in the amount of \$55,707,438 including a 10% contingency in the amount of \$5,064,313. Therefore, there is adequate contingency funding for the \$1,500,000 under this Change Order.

This Project is partially state-funded under the Proposition 1B, State Trade Corridor Improvements Fund through the State of California Department of Transportation, in the amount of \$17,000,000 and funded under the Los Angeles County Metropolitan Transportation Authority (LACMTA) under Prop C in the amount of \$19,288,000.

**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners (Board):

1. Approve and authorize the Executive Director to execute Change Order No. 7 for a not-to-exceed amount of \$1,500,000; and
2. Adopt Resolution No. \_\_\_\_\_.

**SUBJECT: SOUTH WILMINGTON GRADE SEPARATION CHANGE ORDER NO. 7**

**DISCUSSION:**

Background/Context - Change Order No. 7 (Transmittal 2) will authorize the work necessary to furnish and install steel piles in lieu of 24-inch octagonal concrete piles, as a material substitution for the Project. These piles are the foundation for the 4,100-foot-long grade separation structure.

During the indicator test pile program stipulated in the construction contract, the contractor performed multiple attempts to drive 24-inch octagonal concrete test piles. None of the piles driven satisfied the design requirements. In order to evaluate other possible solutions, the contractor also performed an indicator pile program using steel piles. All of the piles that were driven successfully met anticipated design requirements. After thorough analysis of the data from driving both the 24-inch octagonal concrete piles and steel piles, all parties agreed that the use of steel piles would be necessary to successfully complete the project. The change in the type of pile used will necessitate an increase in the total number of piles per footing, and changes to the footing design that are not yet completely identified. The designers are currently developing the revised footing details.

The added cost of using steel piles, including various costs related to changes in the design of the footings, additional costs related to the steel pile indicator pile program, and other unforeseen costs related to this change is estimated at \$1,500,000.

Previous Board Actions – At the April 5, 2006 Board meeting, a public hearing was held on the Level III Coastal Development Permit for a grade separation at Fries Avenue, south of Harry Bridges Boulevard, in Wilmington.

On February 17, 2011, the Board approved Resolution No. 11-7084, authorizing the prequalification of contractors under Specification No. 2690A for the Project.

On May 19, 2011, the Board approved Agreement No. 11-2976 with AECOM Technical Services, Inc. for Construction Management Services for the South Wilmington Grade Separation for a three-year term and a maximum compensation of \$3,836,300. A no-cost three-year extension was approved by the Board on October 4, 2012.

On November 1, 2012, the Board approved Resolution No. 12-7407 for the Award of Contract to MCM Construction, Inc. in the amount of \$55,707,438.

The Board approved the Coastal Development Permit on December 6, 2012 for the South Wilmington Grade Separation.

When the Agreement was approved by the Board, the Board found that in accordance with Charter Section 1022, the work proposed to be contracted could be performed more economically and feasibly by an independent contractor than by City employees.

**SUBJECT: SOUTH WILMINGTON GRADE SEPARATION CHANGE ORDER NO. 7**

Since this postponed Amendment does not add a new labor component to the work, a new 1022 determination is not required.

South Wilmington Grade Separation - The scope of the Project includes construction of a grade separation structure linking Harry Bridges Boulevard, Pier A Street and Fries Avenue with a proposed new entrance to the TraPac Terminal (Transmittal 1). The Project will carry vehicular traffic over the Pier A Street Rail Yard entrance track, which is frequently used for switching purposes, and over the San Pedro mainline railroad track, which is used several times a day. Both will remain active during construction activities. Separation of truck traffic from rail traffic will be necessary to facilitate the efficient flow of truck traffic from Harry Bridges Boulevard to the proposed TraPac Terminal entrance.

The grade separation will consist of 2,300 linear feet of prestressed, cast-in-place concrete box girders on seven-foot diameter concrete columns, built on footings supported by piles. Abutments will also be supported by piles. Approaches to the bridge will utilize 32,000 square feet of mechanically stabilized earth (MSE) retaining wall. The Project will be constructed on streets and backland areas that have a large number of petroleum, gas, and other underground lines that have been relocated and/or removed by their owners, where necessary.

Construction of the project started on February 18, 2013 and is scheduled to be completed in April 2015.

The Project is partially State-funded under the Proposition 1B, State Trade Corridor Improvements Fund through the State of California Department of Transportation in the amount of \$17,000,000 and funded under the Los Angeles County Metropolitan Transportation Authority (LACMTA) under Prop C in the amount of \$19,288,000.

**FINANCIAL IMPACT:**

The proposed \$1,500,000 Change Order is within the \$5,604,313 contingency amount previously authorized so no additional budget authority is being requested. Funds for this change order are available in Account No. 54510, Center No. 1172, and Program No. 502.

**ENVIRONMENTAL:**

The proposed action is approval of a Change Order for construction of the South Wilmington Grade Separation Project. The project was previously assessed and found to be statutorily exempt under the requirements of the California Environmental Quality Act (CEQA). As an administrative action for which the underlying project has been previously assessed, the Director of Environmental Management has determined that

**SUBJECT: SOUTH WILMINGTON GRADE SEPARATION CHANGE ORDER NO. 7**

the proposed action is exempt from the requirements of CEQA under Article II Section 2(i) of the Los Angeles City CEQA Guidelines.

**ECONOMIC BENEFITS:**

Spending under the original contract without contingency would have had 437 direct construction employment impacts for the five-county region. The proposed Change Order supports 12 additional one-year equivalent construction jobs for the region.

**CITY ATTORNEY:**

The Office of the City Attorney reviewed and approved Specification No. 2690A as to form and legality on October 5, 2012.

**TRANSMITTALS:**

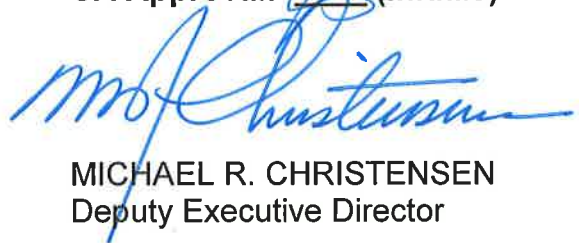
- 1. Location Key Plan
- 2. Change Order No. 7

FIS Approval:   *SC*   (initials)

CA Approval:   *MC*   (initials)



SHAUN SHAHRESTANI  
Chief Harbor Engineer  
Construction Division



MICHAEL R. CHRISTENSEN  
Deputy Executive Director

**APPROVED:**



GERALDINE KNATZ, Ph.D.  
Executive Director

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