



MWD

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

9-9

September 23, 1997

To: Board of Directors (Engineering and Operations Committee--Information)

From: General Manager

Submitted by: Chief Engineer

Subject: Alameda Corridor Project--Impacts to Metropolitan Facilities

Edward S. Mearns
Harry Fogel

RECOMMENDATION(S)

For information only.

EXECUTIVE SUMMARY

The Alameda Corridor Project (Corridor) is a proposed 20-mile railroad corridor primarily along Alameda Street that will connect the ports of Los Angeles and Long Beach to the transcontinental rail network main lines near downtown Los Angeles. The project will consolidate 90 miles of rail lines into a single high-speed, high-capacity railroad corridor. A major portion of the project involves construction of a trench along a portion of Alameda Street to accommodate rail lines. The overall project includes road improvements and realignments in the vicinity of the corridor that will enhance traffic flow and public safety by eliminating congestion at nearly 200 existing street-level crossings. Construction of the trench will require the relocation of portions of four Metropolitan pipelines at six locations. The cost of these impacts is in the range of 12 to 17 million dollars. The purpose of this letter is to provide your Board with an assessment of these impacts and Engineering's proposed actions for mitigating the impacts.

DETAILED REPORT

The Alameda Corridor Transportation Authority (ACTA), a joint powers agency, was established in 1989 to oversee the design and construction of the proposed Corridor. ACTA is made up of a seven-member governing board representing the cities of Los Angeles and Long Beach, the ports of Los Angeles and Long Beach, and the Metropolitan Transportation Authority (MTA). ACTA has authorized the Alameda Corridor Engineering Team (ACET), a joint venture of two engineering firms; Daniel, Mann, Johnson, and Mengershall (DMJM), and Moffatt and Nichol Engineers, to manage all work connected with the Corridor.

The Corridor is divided into three sections to be constructed in phases. The first phase will include the northern section, which is located from the Los Angeles River to 25th Street. The second phase will consist of the southern section, between the Artesia Freeway (Route 91) and the ports of Los Angeles and Long Beach. The Corridor in these two sections will be at street level with various bridges and overpasses proposed to separate rail and highway traffic. The third phase will be a 10-mile midsection between State Route 91 and 25th Street, where a 33-foot-deep, 50-foot-wide trench will be constructed for freight train traffic with overhead bridges to accommodate the cross streets. The overall project will eliminate 200 existing street-level railroad intersections to substantially increase traffic flow in the area. In addition, Alameda Street will be improved and widened, providing better access from the port areas to the local freeways. A map of the proposed Corridor alignment is attached as Exhibit A.

Construction of the 33-foot-deep trench within the midsection portion of the project will necessitate the relocation of Metropolitan's 51-inch-diameter Palos Verdes Feeder at three locations along the Corridor alignment: at 25th Street, at Alameda Street south of 25th Street, and at Alameda Street and 55th Street. The corridor trench will also necessitate the relocation of portions of the following pipelines: the 78-inch-diameter Middle Cross Feeder at Alameda Street and 90th Street, the 60-inch-diameter West Coast Feeder at El Segundo Boulevard and Alameda Street, and the 72-inch-diameter Middle Feeder at Greenleaf Boulevard and Alameda Street. All of the above pipelines are constructed of welded steel at the six relocation sites.

In addition to the aforementioned pipeline relocations, there may be minor modification and/or protection work required for Metropolitan's 45-inch-diameter Victoria Street -223rd Street Cross Feeder, 78-inch-diameter Second Lower Feeder, 36-inch-diameter Long Beach Lateral, and other portions of the 51-inch-diameter Palos Verdes Feeder. Impacts on other utilities by Metropolitan's relocation work are being investigated.

In general, to accommodate road and transit improvement projects, Metropolitan frequently must relocate and/or provide protection for its pipelines and facilities at significant costs. Responsibility for funding these projects is often determined by which party, the project proponent or Metropolitan, has superior rights.

A Memorandum of Understanding (MOU) is currently being developed between Metropolitan and ACTA to establish interim mechanisms for funding the design and construction of the relocation and protection until such time as the property rights issues are resolved. This will allow work to commence in accordance with ACTA's schedule. The Engineering Division is also coordinating with the General Counsel to identify alternative funding sources.

Work has already begun at the northern end of the Corridor, with a railroad bridge currently being built across the Los Angeles River near Washington Boulevard. Approximately 250 feet of Metropolitan's 51-inch-diameter Palos Verdes Feeder pipeline in the vicinity of this project are being encased by ACET's contractor, with Metropolitan inspecting the work.

Metropolitan provided the design drawings for this encasement and has submitted a bill for reimbursement.

ACET's current schedule, as shown in Exhibit B, indicates trench excavation to begin in September 1998 and completed by the end of August 2001. The currently proposed design-build contract for the midsection portion is expected to be advertised in early 1998. Various utility companies are expected to start relocating their impacted facilities within the mid-corridor section in the summer of 1998. It is anticipated that Metropolitan's pipelines will have to be relocated between winter of 1998/99 and spring of 2001.

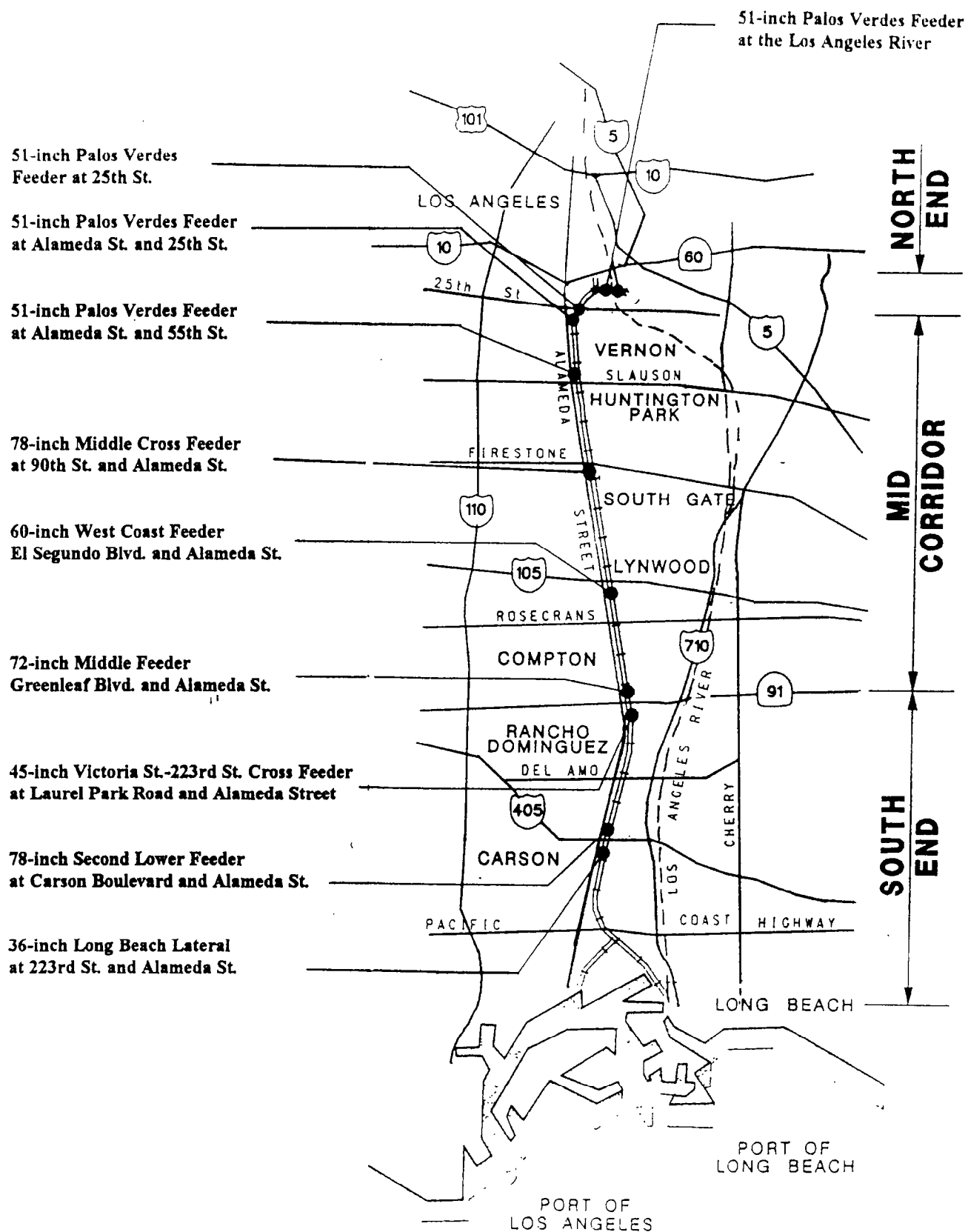
To accomplish the major work for the relocation and/or protection of Metropolitan's pipelines, staff is considering three alternatives:

1. All design work undertaken by Metropolitan with construction performed either by Metropolitan forces and/or through contracts awarded by Metropolitan;
2. All design work undertaken by Metropolitan with construction performed by contractors retained by ACET, and inspection performed by Metropolitan/ACET; or
3. All design and construction work performed by ACET and their contractors, with Metropolitan retaining the right to review, approve, and inspect the design and construction projects.

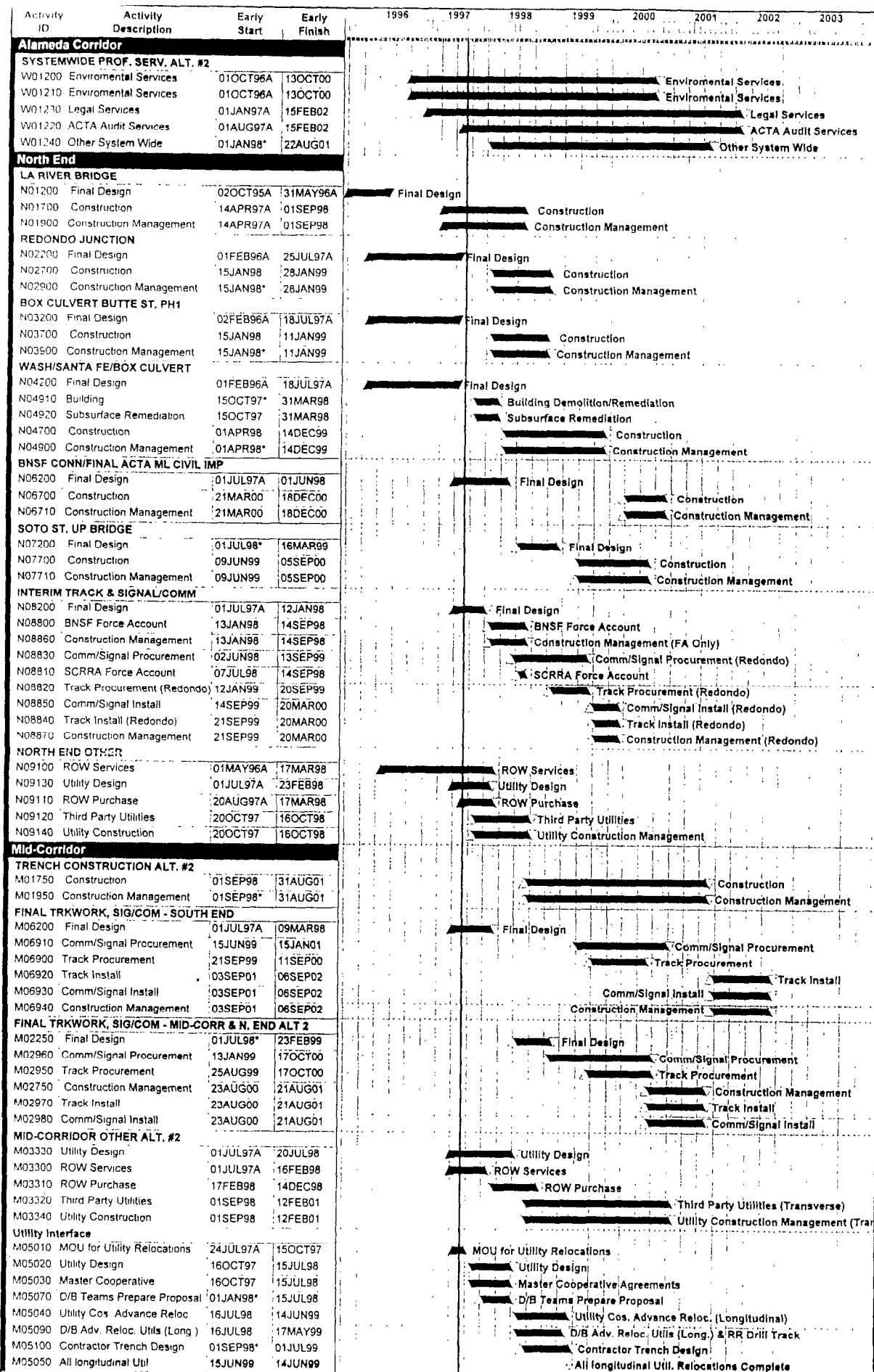
Due to the stringent time frame for completion of the Corridor, ACET has proposed that the relocation of Metropolitan's pipelines be included in a design-build contract for the midsection portion of the Corridor. At this time, Metropolitan is investigating the advantages and disadvantages of a design-build proposal. Metropolitan must also provide a shutdown schedule that accommodates the relocation work with the least disruption of service to our member agencies.

Based on information received from ACET, the preliminary cost estimate for design, construction, and inspection for the relocation and protection of Metropolitan's facilities may be in the range of 12 to 17 million dollars.

As more details are obtained about the Corridor Project, Metropolitan will develop plans to accomplish the work required to protect its assets. The Board will be kept apprised of any further developments concerning this project.



ALAMEDA CORRIDOR - MWD LINE INTERFACE MAP

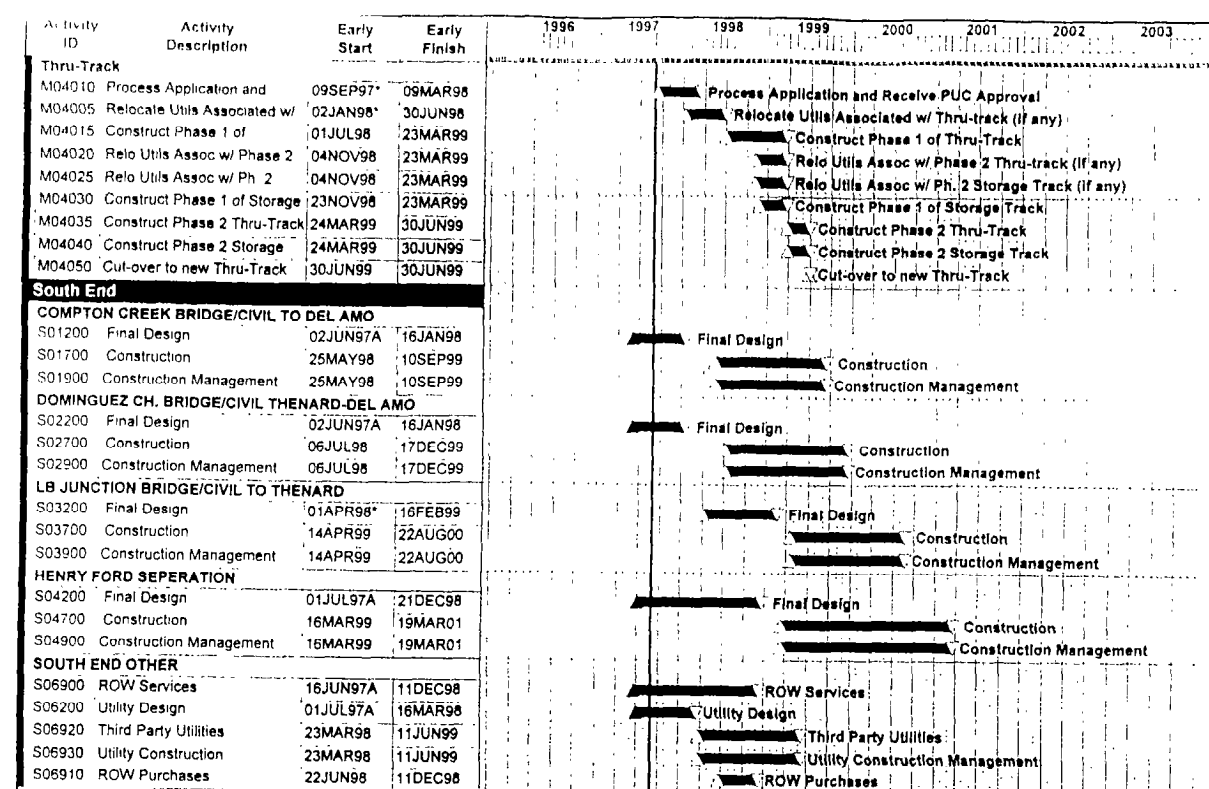


Project Start 02OCT95
 Project Finish 11MAR04
 Data Date 01SEP97
 Run Date 25SEP97

ACR3

Sheet 1 of 2

Alameda Corridor Transportation Auth
 DRAFT Project Completion Schedule
 Mid-Corridor Alternate #2



Project Start: 02OCT95
 Project Finish: 11MAR04
 Data Date: 01SEP97
 Print Date: 25SEP97

Early Bar
 Progress Bar
 Critical Activity

ACRS

Sheet 2 of 2

Alameda Corridor Transportation Auth
 DRAFT Project Completion Schedule
 Mid-Corridor Alternate #2