

Department of Public Works

Bureau of Engineering
Bureau of Contract Administration
Bureau of Sanitation
Bureau of Street Lighting
Bureau of Street Services
Joint Report No. 1

July 1, 2009
CD Nos. 3 and 12

METRO ORANGE LINE EXTENSION PROJECT, CONTRACT NOS. C0941, C0943, AND C0944, SPECIAL PERMITTING PROCESS AND WAIVER OF CERTAIN PERMIT FEES FOR CONSTRUCTION WITHIN THE PUBLIC RIGHTS-OF-WAY (W.O. No. E1906964)

RECOMMENDATIONS

1. Authorize the Los Angeles County Metropolitan Transportation Authority (Metro), successor to the Los Angeles County Transportation Commission (LACTC), and its Contractor(s) to construct City facilities called for by the Design/Bid/Build and Design/Build Metro Orange Line Extension Project, Contract Nos. C0941, C0943 and, C0944, (Project) and also known as Canoga Transportation Corridor, and other City facility improvements related to the extension of the Project within the public rights-of-way, within City limits, in accordance with the Master Cooperative Agreements (MCAs) for the Design/Bid/Build and Design/Build Methods of Project Delivery for Rail and Busway Transit Projects (MCAs Design/Bid/Build and Design/Build) approved by the City Council on September 26, 1991 and January 21, 2003.
2. Waive certain permits, fees, and restrictions listed in this report subject to the conditions contained herein. Fees assessed for unauthorized street or lane closures are not waived and the Contractor(s) is/are subject to enforcement action by the Bureau of Street Services (BSS), Street Use Inspection Division.
3. Adopt this "Special Permitting Process (SPP) and Waiver of Certain Permits and Fees" subject to the condition that it shall be effective concurrently with the Design/Bid/Build and Design/Build MCAs.
4. Forward a copy of this report to the Metro (One Gateway Plaza, Los Angeles, CA 90012-2932, Attention Ms. Bonnie Verdin) and to the City Council for their information.

TRANSMITTALS

1. Work Order Authorization Agreements, dated October 28, 2008; October 1, 2008; and August 26, 2008, between Metro and City of Los Angeles.
2. MCAs for the Design/Bid/Build (Transmittal No. 2a) and Design/Build (Transmittal No. 2b) Methods of Project Delivery of Rail and Busway Transit Projects between the City and Metro approved by City Council on September 26, 1991 and January 21, 2003.
3. Project Site Plan for the Project.

4. Copy of SPP Notification Matrix of agencies to be contacted by Metro and/or its Contractor(s).
5. Copy of the Project Schedule.

DISCUSSION

Background

Metro is the governmental agency responsible for the design and construction of all Rail Transit and Bus Rapid Transit Projects in the County of Los Angeles. Metro has consummated an MCA with the City for Design/Bid/Build and Design/Build method of project delivery for rail and busway transit projects.

The City and Metro have requested the Board of Public Works (BPW) to approve an SPP for construction of the Project within the public rights-of-way and easements (Transmittal No. 3). As used in this report, “public rights-of-way” generally refers to property dedicated for use by the general public for travel, which includes sidewalks, parkways, and roadways. The SPP will apply to public streets and public easements as defined in Section 62.00 of the Los Angeles Municipal Code (LAMC). The Final Environmental Impact Report (FEIR) for the Metro Orange Line Extension Project, also known as the Canoga Transportation Corridor, was approved by the Metro Board on January 22, 2009. The Notice of Determination (NOD) was filed with the Los Angeles County Clerk on January 23, 2009, Document No. SCH No. 2007071056.

The Project extends the Metro Orange Line (MOL) north four miles from its current western busway terminus at Canoga Avenue and Victory Boulevard, to the Chatsworth Metrolink Station. The Project includes four new stations that would be located at Sherman Way, Roscoe Boulevard, Nordhoff Street, and a new platform at the Chatsworth Metrolink station. In addition, the Project would have two grade separations, the first over the Los Angeles River just north of Vanowen Street, and the second over active railroad tracks at Lassen Street, descending into the Chatsworth Metrolink Station’s southern parking lot. The project will include landscaping and a bicycle/pedestrian path similar to the MOL.

Normally, various permits, bonds, insurance, and fees are required for work in the public rights-of-way to ensure performance, quality control, safety, and protection against liability problems. Pursuant to Article 3.1 of the MCA Design/Build, the parties have agreed that the City shall issue “a separate SPP and Waiver of Certain Permit Fees” to cover certain work on public rights-of-way. Certain permits, fees, and normal requirements for project construction may be waived. In particular, lateral support bonds and liability insurance normally required for excavation work may be waived since they are covered in Article 10, (Indemnity and Warranty Section), of the MCA Design/Build.

Nothing in this SPP shall relieve Metro’s Contractors from plan checks, permits, or inspections required by the Los Angeles Police Department, and plan checks, permits, or inspections required for fire and life/safety matters by the Los Angeles Fire Department, i.e., hazardous materials soil removal, abatement of hazardous material storage tanks, special extinguishing systems, State Fire Marshal Code requirements, etc.

All City staff costs for design review, coordination, construction inspection and testing related to work required by this Article shall be reimbursed by the Metro through City Work Authorizations, as specified in Article 8 of the MCA.

Department of Public Works
Bureau of Engineering
Bureau of Contract Administration
Bureau of Sanitation
Bureau of Street Lighting
Bureau of Street Services
Joint Report No. 1

July 1, 2009
Page 3

The City Engineer, Bureau of Engineering (BOE) is the designated City representative for the review and approval of street, sewer, storm drain, utility, and structural plans within public rights-of-way, and for the collection of the Street Damage Restoration Fee (SDRF). The Director of the Bureau of Street Lighting (BSL) is the designated City representative for the review and approval of street lighting plans. The Director of the Bureau of Sanitation (BOS) is the designated City representative for review and approval of the Standard Urban Stormwater Mitigation Plans (SUSMP), and for the collection of the Sewerage Facilities Charge and Sewer Service Charge. The Inspector of Public Works (IPW), Bureau of Contract Administration (BCA) is the designated City representative for all public works inspection, administration of construction contract compliance, and construction safety. The Director of the BSS is the designated City representative for the review and approval of landscaping and enforcement of City street uses. The General Manager of the Department of Transportation (LADOT) is the designated City representative for the review and approval of traffic plans.

The parties agree that the permits, fees, and requirements listed below for this Project will be waived if the parties mutually agree, as follows:

A-Permits
B-Permits
U-Permits
Revocable Permits
Encroachment Permits
Holiday Season Restrictions*
Street Lane Closure Permits
Excavation Permits
Lateral Support Bonds
Liability Insurance
City Storm Drain Connection Permits**
Street Tree Permits**
Discharge of Excess Water into Street Permits
Major Transit and Transportation Construction Impact Area Traffic Management Committee (TCTMC) fees**
Building Material Permits**
Overload Permits**
Street Damage Restoration Fee***
Revocable Encroachment Permits**

* **Note Re: Holiday Season Restriction Permits**

It is a common procedure during each holiday season to restrict issuance of permits on certain streets in commercial shopping areas. No work connected with the Project will be subject to such restriction, including the actual project construction or advance utility relocations required to accommodate the Project. However, Metro's

Contractor(s) shall make available certain streets for any special event that requires the use of those streets that have been specified in Project contract documents.

**** Note Re: Other Permits**

Storm Drain Connection Permits, Revocable Permits, Revocable Encroachment Permits, Overload Permits, Building Material Permits, Street Tree Permits, Major Transit and Transportation Construction Impact Area Traffic Management Committee approval, if applicable, are still required and must be obtained by the individual contractors or Metro. These permits shall be no-fee permits but costs incurred by the City staff as a result of permit issuance, i.e., plan review, inspection, testing, will be paid by Metro through the reimbursement procedure covered in Article 8 of the MCA or a separate agreement.

***** Note Re: Street Damage Restoration Fee (SDRF)**

Streets that have been resurfaced less than one year from the date of the proposed cut or excavation shall not be cut unless the whole block or intersection where the cut or excavation is to occur will be repaved by the entity seeking to make the cut or excavation. All other cuts or excavations are subject to the SDRF per the applicable City Ordinances and established Resolution, and Metro shall pay the SDRF. The SDRF is applied to any person, corporation, agency, or entity including any City Department, City Bureau, or Agency of the City of Los Angeles or any other governmental agency or Metro. The SDRF Authorized by Section 62.06 of the LAMC shall be calculated, collected, and deposited in the Street Damage Restoration Fee Special Fund. To qualify for an exemption, the entity shall follow the steps in the LAMC Section 62.06.

Use of City's Sewer System

Metro and its contractors are required to pay fees for using City's sewer system for disposal of any water into the sewer system. These fees include, but are not limited to, the following:

- Sewerage Facilities Charges+
- Sewer Services Charges+
- Sewer Connection Permits++
- Industrial Waste Permit+++

+ Sewerage Facilities Charges and Sewer Service Charges

In the event that Metro discharges any water, such as portable water, groundwater, stormwater, or dust mitigation water into the City's sewer system through permanent or temporary sewer connections, Metro will pay customary Sewerage Facilities Charges (SFC) and Sewer Service Charges (SSC) per LAMC. This requirement also applies to discharges during construction phase of the Project.

In the event that Metro constructs a new to-be-occupied building or any other facility, and connects that building or facility to the City's sewer system, or changes the use of an existing facility, Metro will pay customary SFC and SSC applicable to its occupancy or usage per LAMC.

++ Sewer Connection Permits

Sewer Connection Permits will be issued by the City's BOE after the BOS determines that sewer capacity is available and after Metro obtains the necessary Industrial Waste Permits and executes a payment agreement for the applicable SFC and SSC.

+++ Industrial Waste Permit

In the event the Metro connects to existing sanitary sewers for discharging any water, such as portable water, groundwater, dust mitigation water, or stormwater, Metro will contact the BOS for Industrial Waste Permit requirements for discharging to the sewer. Metro is required to pay the appropriate Sewer Connection Permit fee, Industrial Waste permit application fee, Inspection and Control fee, Quality Surcharge fee and Significant Industrial User fee as provided by the LAMC. This requirement also applies to discharges during construction phase of the Project.

During the construction of the Project, Metro's Contractor may require geotechnical borings along the proposed route and its immediate vicinity. Metro or its geotechnical contractors will be required to obtain Excavation and "A" Permits for these borings.

All costs incurred by the City to issue permits or other approvals and perform required inspections shall be paid by the Metro through the reimbursement procedure set forth in Article 8 of the MCA.

The SPP concept is consistent with the Design/Build MCA and is subject to the terms and conditions of that Agreement. Through reimbursable City work authorizations, the rearrangement of City facilities will be reviewed and approved by the City Engineer or his authorized representatives, and by the other affected Bureaus and Departments. Similarly, construction of City-owned facilities, and the excavation, trench repair, backfill and structural section over utility company facilities will be inspected by the BCA and tested as necessary.

This SPP does not cover individual utility companies doing advance relocation work, prior to the Notice to Proceed (NTP) for the Project. Individual project construction contracts are required to obtain individual permits, such as Excavation or "U" Permits. This permit requirement is waived after the issuance of the NTP for all the utility work within the contract limits of work as shown on Metro's unit construction plans that are reviewed and approved by City Staff. Worksite Traffic Control Plans may be required. Change orders and new work on City Facilities not shown on City approved Metro construction plans shall be reviewed and approved by the City prior to construction.

It is the intent of this report to expedite and assist the Metro and its Contractor in the construction of the Project. Issues not covered in this report, if they arise, will be discussed and resolved between the Metro and/or its Contractor and the appropriate level of City staff.

Metro's Contractor will comply with all of the following conditions:

CONDITIONS

1. Metro shall include all the necessary and appropriate conditions listed in this section as part of the Project Construction Contract Specifications that govern work in the public rights-of-way.
2. Metro shall be responsible for the relocation/rearrangement work for all conflicting facilities, such as sewer, street, storm drain, structures, street lighting, traffic signal, striping, signing, and other utility facilities affected by the Project. Such work will be designed and constructed in accordance with current City Standards and design policies.
3. Metro shall provide "As-Built" drawings within 60 working days of the completion of the work on either temporary or permanent sewer, storm drain, utility relocations, bridges over or tunnels under public ways, and other facilities to the BOE, BSS, BSL, and LADOT. On street lighting work which changes an existing street lighting circuit, Metro shall provide "Red Line Mark up As-Built" drawings within ten (10) working days of the circuit change. On traffic signal work which changes conductor runs, loop locations, equipment locations or signal phasing, Metro shall provide "Red Line Mark up As-Built" drawings within ten working days of the change. "As-Built" Striping plans must be continuous (not segmented) and include signage restoration as determined or approved by LADOT. These plans shall be prepared in a format acceptable to the BOE, BSS, BSL, and LADOT.
4. To ensure survey monument preservation, Metro (and its contractor) shall protect and/or perpetuate any City/County survey facility affected by the Project including, but not limited to, benchmarks, monuments, corner ties, nail and tins, right-of-way corners, boundary monuments, brass disks, etc. At least two weeks before the start of construction, the Contractor shall submit acceptable preconstruction survey tie notes to the City Engineer for all points that may be disturbed. Post construction survey monument ties shall be submitted to and approved by the City Engineer, prior to the projects' release for full final inspection. Metro shall host a pre-construction meeting between the BOE – Engineer of Surveys and the Project surveyor to discuss monument preservation and monument reestablishment.
5. Metro's Contractor shall ensure that the design of all bridges, bridge falsework, shoring and lateral support on public rights-of-way are performed in accordance with mutually agreed upon design standards and criteria, as noted in the Design/Build MCA. Metro's Contractor shall submit designs for bridges, bridge falsework, shoring and lateral support, including soils reports and engineering calculations to the City and MTA simultaneously to ensure timely reviews. For bridges and other facilities not owned and maintained by the City, the City will perform a cursory review to ensure compliance with City Codes and Standards. Following review and comments, Metro's Contractor shall make the necessary changes and sign and seal as "Engineer of Record". Upon completion of Metro's final review and approval, and City's acceptance, Metro's Contractor shall submit a signed Certification, with two sets (record copy) of bridge,

bridge falsework, shoring, and lateral support system plans and calculations to the BOE not less than 60 calendar days prior to the start of construction. All submittals are to be signed (wet) and stamped (wet) by a California Registered Civil Engineer.

6. Metro's Contractor shall ensure that, where required, temporary decking or plating in areas open for use by the public for cut-and-cover construction shall not be of exposed timber and shall be designed for the maximum loads anticipated for that location but not less than an AASHTO HS20-44 loading. The decking surface shall have a minimum dynamic friction factor of 0.35 for skid resistance as measured by California Test Method No. 345, and a minimum static friction factor of 0.60 for slip resistance as measured by ASTM C1028 to provide safe operating conditions for vehicular and pedestrian traffic under both wet and dry conditions. The decking surfaces shall be tested for dynamic and static friction values by the City's General Services Department for compliance with established standards as necessary. The end ramp profiles, methods of anchorage, decking/street drainage provisions and traffic barrier/curb installations shall be submitted to the BOE and LADOT for review and approval not less than 30 calendar days prior to start of deck installation. The decking surface conditions shall be installed and maintained to the satisfaction of the LADOT General Manager, the Inspector of Public Works and the City Engineer.
7. Metro's Contractor(s) is/are required to submit its haul route and overload permit applications, with route maps, to BOE's Street and Stormwater Division and Structural Engineering Division, BSS, and LADOT, in all cases, and the Department of Building and Safety (DBS), for excavation on private property exceeding 1,000 cubic yards only, for review and written approval. Such submittal shall clearly state the proposed haul route(s), truck staging area(s) truck size, truck volumes/hour and the duration of the hauling operation and shall be submitted not less than 30 calendar days prior to the actual commencement date of the hauling operations. Haul routes may be authorized for an initial 60-day period and renewal(s) up to a six month period.
8. Metro shall ensure that its contractors conform to street closure requirements, traffic lane requirements, Temporary Traffic Signal Plans (TTSP), Worksite Traffic Control Plans (WTCP), Traffic Circulation Plans (TCP), and Traffic Detour Plans (TDP) pre-approved by LADOT and BSS. Metro or its contractors shall prepare additional TTSPs, WTCPs, TCPs and/or TDPs for work not addressed in the pre-approved plans. The additional plans shall be prepared by licensed civil and traffic engineers registered in the State of California and shall be submitted prior to implementation to LADOT and BSS for review and approval. Any emergency street closure shall require notifications by the Contractor in accordance with the Notification Matrix.
9. Metro shall require its contractors to provide advance notification to LADOT in accordance with the SPP Notification Matrix before implementing any street, traffic lane, or sidewalk closures for which the construction plans have been reviewed and approved by the City. Street, lane, and sidewalk closures and detours shall be consistent and compatible with

the approved TDPs and WTCPs unless emergency circumstances occur. Advance public notification signage of street closures must be posted seven days in advance of closure. Advance public notification signage of street parking restrictions must be posted three days in advance of restriction implementation. Full street closures require Board of Public Works approval. Primary and secondary street closures require Council Office concurrence.

10. Metro shall require that its contractors be responsible for installation, maintenance and removal of all traffic control devices and markings required in the approved TTSP, WTCP, TCP and TDP's when requested by the City.
11. Metro shall obtain written approval from LADOT for any work impacting traffic on City streets or affecting existing traffic signal equipment or its operation in any way not covered by the pre-approved or approved TTSP, WTCP and TDP. Metro shall submit to LADOT justification for the work with necessary WTCPs, TCPs, and/or Traffic Signal Plan(s) to maintain traffic and signal operation while performing this work. These plans shall be prepared pursuant to LADOT's current standards. Metro shall require its contractors to provide advance notification in accordance with the SPP Notification Matrix, unless otherwise permitted, before the implementation of such plans.
12. Metro shall require its contractor(s) to inform LADOT, BCA, and BSS of Project emergencies or accidents that impact the operation of the City's surface street system in accordance with the SPP Notification Matrix.
13. Metro shall require its contractors to minimize the number of City street closures. Metro shall direct its Contractors to strictly adhere to the LAMC Section 62.61 regarding construction during peak hours.
14. Metro shall not allow any public right-of-way authorized for closure to be used by its employees or contractors for the parking of personal vehicles unless otherwise specifically authorized in writing by the BOE and LADOT.
15. Metro shall require its contractors to notify the B-Permits Section of BOE Structural Engineering Division, BSS Street Use Division and BCA of areas with falsework, decking, excavation work or partial street closures that will affect previously approved haul route/overload permits.
16. Metro shall require its contractors to continuously provide safe and adequate pedestrian access and circulation throughout the construction areas in compliance with the provisions of the Americans with Disability Act (ADA). Pedestrian crossings for streets at construction areas shall be provided with adequate signage and street lighting to direct pedestrian traffic through the construction areas. To accommodate pedestrians, the minimum unobstructed temporary walkway width shall be eight feet unless otherwise approved by LADOT. Metro shall maintain pedestrian access and traffic circulation to all residences, businesses and schools adjacent to the construction area. Accessible routes for physically disabled pedestrians shall be maintained at all times during construction. Temporary fencing and walking surfaces shall be approved by the BCA Inspector. Temporary pedestrian lighting shall be provided as provided in Condition No. 31.

July 1, 2009

Page 9

17. Metro's Contractor(s) shall take necessary measures to continuously control nuisance dust, in accordance with Regulation 403, "Air Quality Management District Standards", and the "Standard Specifications for Public Works Construction," Sections 7-8.1 and 7-8.2. Metro's Contractor(s) also shall remove Project-generated mud and dirt from haul routes, sidewalks, and other City streets as required by City Standards.
18. Metro's Contractor(s) shall ensure that Project discharges to the City's storm drain system comply with the requirements of the Project National Pollutant Discharge Elimination System (NPDES) Permit and SUSMP. Metro's Contractor(s) shall obtain Project NPDES Permit form Los Angeles Regional Water Quality Control Board for discharging to the City's storm drain system. Project discharges shall be tested as necessary. Metro's Contractor shall maintain all Best Management Practices installed under this Project.
19. Metro shall ensure that its contractors comply with applicable local, state, and federal regulations for the disposition of wastewater spills caused by construction activities or contaminated soil or water encountered during boring, excavation, and grading operations. All costs and other liabilities for these activities shall be borne by Metro and its contractors. Metro shall cease and desist the discharge of any portable water, wastewater, stormwater, dust mitigation water, or groundwater into the City's sewer system and immediately notify BOS and BCA of any spill in accordance with the SPP Notification Matrix. Metro shall recommence the discharge of any wastewater, stormwater, dust mitigation water, or groundwater upon approval by BOS. Potentially contaminated soil or groundwater encountered shall be tested as necessary and mitigation measures established.
20. If Metro's Project interferes with, causes relocation, or cannot provide standard access to sewers and storm drains, Metro shall provide, at its own expense, special maintenance access to sewers and storm drains via clean-outs or maintenance holes or a new facility to mitigate the interference.
21. Metro shall ensure that its contractors obtain any necessary Storm Drain Connection and Sewer Connection Permits from the BOE – Constituent Service and Permits Program (note that certain Storm Drain Connection Permits may also require approval by the Los Angeles Regional Water Quality Control Board) Building Materials Permits and Overload Permits from the BSS; and Industrial Waste Permits from the BOS. Sewer Connection Permits will be issued by BOE after the BOS determines that sewer capacity is available and after Metro obtains the necessary Industrial Waste Permits and executes a payment agreement for the applicable SFC and SSC. Permits for work on private property shall be obtained from the DBS. Metro shall also ensure that any and all other permits that may be required by other City Departments are obtained.

22. When requested by the BOE, Metro's Contractors shall assist private property owners in processing requests for Revocable Permits from the City for any existing or Metro sponsored private encroachments in the public rights-of-way within the Project limits.
23. Metro's Contractor(s) shall notify Underground Service Alert not less than two working days and not more than ten working days before each excavation.
24. Metro shall require its contractors to provide ten working days notification to the Wastewater Collection System Division of BOS before initiating any work on operating City sewers or storm drains. BCA shall be notified per the SPP Notification Matrix.
25. Metro's Contractor(s) shall request in writing the City approval for changes to contract documents that affect City public works facilities. Plans and appropriate justifications shall be submitted for City approvals as contract addenda, change orders, contractor plans, or shop drawings. Where unanticipated conditions require immediate action, Metro's Contractor shall notify the City of the condition, so that appropriate City officials can be available to work with Metro and Metro's Contractors' representatives on site to define an acceptable plan and (if appropriate) provide verbal approval to prevent delays to the Project. Metro and Metro's Contractor(s) shall follow up within ten calendar days with documentation of the decisions made.
26. All work for restoration, relocation, and rearrangement of utility company facilities within the public rights-of-way and City facilities shall be subject to testing, continuous inspection, and approval by inspectors from the BCA. Inspection and testing shall be arranged with the BCA dispatcher and the LADOT Traffic Signal Inspector in accordance with the SPP Notification Matrix. The Inspector will notify Metro's Contractor(s) of the critical "hold" points at which the presence of the Inspector will be required before proceeding with the work. The Inspector shall furnish directions to the contractor(s) through the Metro Representative or his/her designee.
27. Metro's Contractor(s), upon completion of the work in Condition No. 26, shall arrange for incremental subsurface and surface final inspections by notifying BCA of what work is requested to be final inspected and which plan sheets and change orders are applicable. Thereafter, final inspection shall be made as soon as possible. If the work is found to be in compliance with the approved plans and specifications, the City will furnish its acceptance in writing. However, if corrective work is found to be necessary to conform with the plans and specifications, a final correction list will be issued by the BCA inspector and Metro's Contractor shall direct or perform such corrective work at its own expense. Further inspection will be required for any corrective work noted on the Final Inspection Correction List.
28. Metro shall require its contractors to provide a qualified electrical contractor to construct and maintain street lighting and traffic signal facilities within the traffic control zone, to perform any modification in accordance with approved plans, and to repair any damage caused by Metro contractor(s) outside the worksite. All electrical work shall be performed by Certified Electricians in California with the California Electrician Certification Program. Metro shall require its contractor(s) to immediately notify BCA and LADOT in accordance with the Notification Matrix, and to investigate all reported traffic signal damage, malfunctions and outages, and to complete all repairs necessitated by Metro construction activities within 24 hours or as soon as reasonably possible.

29. Metro shall require its contractors to immediately investigate all reported street light outages and affected street lighting circuits within one block surrounding the construction site.
30. Metro shall require its contractors to contact BSL and BCA regarding all street lighting outages in accordance with the Notification Matrix. Metro shall require its contractors to repair all street light outages and circuits attributable to Metro's construction activities within 24 hours. Liquidated damages shall be assessed and commence when such lights are out for the second night.
31. Other Street Lighting Conditions:
 - a. Temporary Street Lighting - Metro's Contractor(s) is/are required to install and energize temporary street lighting prior to removing any permanent street lighting from service on streets open to public use. Metro's Contractor shall be responsible for installation, operation, maintenance, and removal of the temporary street lighting system. The City shall have the right to require additional temporary lighting where obstructions or other conditions of construction are determined by the City to warrant additional temporary lighting.

Except with respect to minor modifications, a temporary street lighting plan shall be submitted to the BSL for approval not less than 30* calendar days prior to any work on the existing street lighting system. The temporary street lighting plan shall be signed (wet) and stamped (wet) by a licensed professional Electrical or Civil Engineer. The temporary street lighting plan shall also include pedestrian lighting where required by BSL.

- b. Metro's Contractor(s) is/are required to set and hold a pre-construction meeting with BSL not less than 30 calendar days prior to starting any work on the existing street lighting system.
- c. Metro's Contractor(s) is/are required to notify BCA and BSL in accordance with the Notification Matrix not less than ten days prior to the removal of any existing street light from operation. If there is traffic signal equipment on the streetlight, the contractor(s) shall also notify LADOT in accordance with the Notification Matrix. This is to allow all parties to review and document the condition of the existing street lights, prior to removal, storage, and reinstallation. If notification is not done, all streetlights will be assumed to be in undamaged condition.
- d. Whenever changed conditions that affect BSL circuits are discovered or minor modifications are required, Metro shall immediately notify BCA and BSL. BSL will

* Under Design/Build MCA, the review period is 20 working days.

provide construction support to Metro to resolve the problems. Metro shall require its contractor(s) to submit circuit diagrams indicating the agreed upon street lighting circuit changes to BSL for their records. The diagrams shall be signed (wet) and stamped (wet) by a licensed professional Electrical or Civil Engineer. Metro shall maintain a complete set, and shall distribute copies to the construction management consultant and the subcontractor.

- e. BSL shall approve the shop drawings and equipment material list submittal for approved street lighting plans and shall review and approve all changes to the approved street lighting plans prior to the construction.
 - f. Where necessary due to overload concerns caused by increased load on an existing circuit, Metro's Contractor(s) shall furnish power for all temporary lighting circuits. These temporary circuits shall be completely separate from permanent street lighting circuits. Metro's Contractor shall pay all costs for temporary lighting circuits; however, BSL shall reimburse Metro's Contractor(s) for the amount of normal street lighting electricity bills otherwise charged by the Department of Water and Power (DWP). Where a temporary lighting circuit is required, Metro's Contractor may use power from the existing circuit with approval from DWP and BSL. Metro's Contractor(s) shall be responsible for any increased power costs while temporary circuits are in use.
 - g. Metro shall require its contractor to notify BSL and BCA in accordance with the Notification Matrix prior to working on series and multiple circuits. This notification should take place at the same time that a request for electrical clearance is made to the DWP.
 - h. Metro's Contractor(s) is/are required to obtain the subcontract services of an underground utility locating service company, bonded for this purpose, to locate and mark all street lighting facilities.
32. Metro's Contractor(s) is/are required to obtain Street Tree Permits, for both Street Tree removals and plantings from the Street Tree Division of BSS. BSS will specify the species and sizes of replacement Street Trees, and will tag replacement Street Trees. The BCA will inspect the removal and replacement installation of all Street Trees. "Street Trees" are those trees planted in the area dedicated to City between the curb and the property line.
33. Metro shall require its contractors to make a "Good Faith Effort" to restrict all construction activity affecting City rights-of-way for the duration and periods specified in the Traffic Management Plan (TMP) and WTCPs approved by LADOT and BSS. All contractors shall submit an official written request through Metro to LADOT and BSS, detailing any need for extending construction work in the City rights-of-way beyond the specified durations approved by LADOT and BSS. This request shall be submitted as soon as the contractor becomes aware of the need for an extension, but no less than ten (10) working days prior to the end of the approved period.
34. Metro's Contractor(s) is/are required to provide, upon request from the City and at no cost to the City, to the extent provided for in the Design/Build MCA, appropriate restoration and/or clean-up of the City rights-of-way within the Project work area to make vehicular and pedestrian safe and accessible to accommodate annual or Special Events that require the use of those portions of the streets.

Department of Public Works
Bureau of Engineering
Bureau of Contract Administration
Bureau of Sanitation
Bureau of Street Lighting
Bureau of Street Services
Joint Report No. 1

July 1, 2009
Page 13

35. Metro's Contractor(s) is/are required to comply with Section 41.40 of the LAMC - "Noise Due to Construction Excavation Work - When Prohibited" and Chapter XI of the LACMC - "Noise Regulation".
36. Metro's Contractor(s) is/are required to notify the City's BCA in accordance with the SPP Notification Matrix prior to performing work on Sundays or Holidays. Metro's Contractor(s) is/are required to apply for and to secure from the Police Commission permission for contemplated night, Sunday and Holiday work.

Peak Hour Construction and Right-of-Way Obstruction Regulations

All contractors are to comply with the requirements specified in the Los Angeles Municipal Code (L.M.A.C.) Section 62.61 related to peak hour traffic restrictions, unless an exemption from the Peak Time Hours Prohibition is approved.

Enhanced Electrical Safety Policy

Electrical work with an estimated value of \$100,000 for this project will be performed and inspected under the conditions of the most current amended Board of Public Works' Enhanced Electrical Safety Policy.

Contractor Performance Evaluation

In accordance with Article 13, Chapter 1, Division 10 of the City of Los Angeles Administrative Code (L.A.A.C.), the appropriate City personnel responsible for quality control of this construction contract shall submit Contractor Performance Evaluation Reports to the BCA upon completion of these contracts.

Contractor Responsibility Ordinance

All contractors participating in this program are subject to compliance with the requirements specified in the City of Los Angeles' Contractor Responsibility Ordinance No. 173677, (Article 14, Chapter 1, Division 10, L.A.A.C.). Failure to comply with all requirements specified in the Ordinance will render the bidder's contract subject to termination pursuant to the conditions expressed therein.

Failure of Metro's Contractor(s) to comply with any of the above conditions shall subject this SPP to review, suspension and/or revocation by the BPW and may subject all other approved SPP for other projects subject to review and/or revocation. This report has been reviewed and approved by the TCTMC, pursuant to Section 62.250 of the LAMC.

This report has been reviewed and approved by the offices shown below without objection to it.

(MPB WHH MEK WFB AHH NI RO JF)

Report reviewed by:

BOE (ASD, WCE, VAL, SED,
GED, SUR, RED), City Attorney,
and Council District Nos. 3 and 12

Report prepared by:

Street Improvement
and Stormwater Division

Michael P. Brown, P.E., G.E.
Division Manager
Phone: (213) 485-4523

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Questions regarding this report
may be referred to:
Writer: Curtis Tran
Phone No. (213) 485-4505
Fax No. (213) 485-4839
E-mail: curtis.tran@lacity.org


cc: Rita L. Robinson
General Manager
Department of Transportation

Tony M. Royster, General Manager
Department of General Services

Respectfully submitted,



Gary Lee Moore, P.E.
City Engineer



John L. Reamer, Jr.
Inspector of Public Works
Bureau of Contract Administration



Enrique C. Zaldivar, Director
Bureau of Sanitation



Ed Ebrahimian, Director
Bureau of Street Lighting

For 
William A. Robertson, Director
Bureau of Street Services