



**Expo**

Exposition Metro Line  
Construction Authority

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Los Angeles, CA 90017

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BuildExpo.org

**5.c**

**DATE:** OCTOBER 6, 2016

**TO:** BOARD OF DIRECTORS

**FROM:** WILLIAM H. REAGAN   
CHIEF EXECUTIVE OFFICER

**ACTION:** AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO ISSUE AN AGREEMENT TO ADVANCED RAIL MANAGEMENT FOR RAIL GRINDING ALONG THE EXPO PHASE 2 ALIGNMENT IN A NOT-TO EXCEED AMOUNT OF \$300,000

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**RECOMMENDATION**

Authorize the Chief Executive Officer (CEO) to issue an Agreement to Advanced Rail Management (ARM) for rail grinding along the Expo Phase 2 alignment in a not-to-exceed amount of \$300,000.

**SUMMARY**

Metro track inspections of the Phase 2 alignment have identified areas with tight track gauge that have resulted in wheel squeal where it would normally not be anticipated. Rail grinding is needed in order to correct the tight track gauge and mitigate the wheel squeal.

**DISCUSSION**

The FEIR indicated that wheel squeal was possible in specific curves along the alignment based on the curvature of the rail alignment. As part of the design-build contract, the project implemented the appropriate measures into the project design to address these specific curves. After Expo Phase 2 began regular train operations, the community notified the Authority and Metro about wheel squeal in certain residential areas. Upon further investigation of these locations, it was determined that specific segments of the alignment that were built within acceptable construction tolerances had tightening of the track gauge which is attributing to the wheel squeal where it would typically not occur. Rail grinding has been identified as a method to correct these track gauge variations in order to mitigate the wheel squeal.

ARM, a firm specializing in rail grinding, submitted a proposal to correct the tight track gauge issues along the alignment through rail grinding in the amount of \$278,900. A construction contingency to cover excluded ARM costs and other potential cost increases is recommended resulting in the requested not-to-exceed authorization of \$300,000.

Staff recommends the Authority enter into a sole source agreement directly with ARM since ARM specializes in rail grinding and is familiar with Metro standards and requirements having performed similar grinding on Expo Phase 1 and throughout Metro's system.

### **FINANCIAL IMPACT**

Funding for this action is available in the project's allocated Contingency. Further, there will be no schedule impacts due to the execution of this work.

### **NEXT STEPS**

If this action is approved by the Board the CEO will execute an agreement with ARM for rail grinding of the Phase 2 alignment in the amount not-to-exceed \$300,000.

### **ATTACHMENT(S)**

None