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Metropolitan  
Transportation  
Authority

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March 29, 1996

**TO: BOARD OF DIRECTORS**

**FROM: STANLEY G. PHERNAMBUCO**

**SUBJECT: CONSTRUCTION / PROCUREMENT NEW UNEXECUTED  
CHANGES OVER \$200,000**

**ISSUE**

This monthly Board Box Item provides an advisory report to the Board which previews change notices which may exceed \$200,000. For the period ending March 29, 1996, two previously unlisted pending change notices exceeding \$200,000 are reported.

**BACKGROUND**

The Board has delegated authority to staff for the execution of changes under \$200,000. Since June 18, 1992 the board has been provided regular status reports on pending changes which may exceed staff's authority. On November 19, 1992, this reporting requirement was further defined to be only those changes which have not been previously reported to the Board.

METRO SYSTEM  
 Metro Red Line Seg-2  
**NEW UNEXECUTED CHANGES OVER \$200,000**

The changes shown below are listed on a one-time only basis and will not appear on subsequent reports

AS OF: 03/22/96

CONTRACT CO #	CN #	CHANGE TITLE	STATUS	CURRENT ESTIMATE	WORK AUTHORIZED? NOT TO EXCEED VALUE
		BASIS FOR CHANGE	JUSTIFICATION		
<b>B215: WILSHIRE/VERMONT STATION STAGE II: TUTOR-SALIBA CORPORATION</b>					
40.02	B215	FIRE/SMOKE DAMPERS	WORK AUTHORIZATION ISSUED	200 - 500K	YES \$100,000.00
		DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	<p><u>WHO</u>                      M. Kadlec, Project Manager - EMC Fire Life Safety Committee.</p> <p><u>WHAT:</u>                      This change notice supplements B215-CN-40.00. CN-40 added 15 fire smoke dampers and delete ten fire dampers, seven smoke dampers, and one motorized damper to the B215 Contract, but did not address the electrical work associated with these damper changes. This change notice adds the electrical work associated with revisions made to the dampers.</p> <p><u>JUSTIFICATION:</u>                      These changes are necessary to bring the Wilshire/Vermont Station into compliance with Fire Code requirements. The original design was based on an interpretation of the Fire Code that assumed only transfer grilles interconnecting public and ancillary areas, and areas designated as "emergency exit corridors" were subject to fire/smoke damper consideration. In a Fire/Life Safety Committee meeting the meaning of the Fire Code was clarified. The clarification was to the term "exits". The new interpretation was that "exits" means emergency exits, service corridors, vestibules, and similar areas used as pathways out of a station, even though the areas are not identified as exits or emergency exit corridors. This required changes to damper types.</p> <p><u>COST IMPACTS:</u>                      This design change is within the project budget. There is no potential cost recovery.</p>		
TOTAL R81 > \$200K : 1 CN'S					\$100,000.00

LEGEND: CO = CHANGE ORDER CN = CHANGE NOTICE NTE = NOT-TO-EXCEED VALUE

METRO SYSTEM  
 Metro Red Line Seg-3 N. Hlwd.  
**NEW UNEXECUTED CHANGES OVER \$200,000**

The changes shown below are listed on a one-time only basis and will not appear on subsequent reports

AS OF: 03/25/96

CONTRACT CO #	CN #	CHANGE TITLE	STATUS	CURRENT ESTIMATE	WORK AUTHORIZED? NOT TO EXCEED VALUE
		<i>BASIS FOR CHANGE</i>	<i>JUSTIFICATION</i>		
C0311: LINE SECTION FROM STATION 630+00 TO UNIVERSAL CITY: TRAYLOR BROS./FRONTIER-KEMPER, J.V.					
22.00		DELETION OF NON-REVENUE TUNNEL CONNECTOR (C0311) (R82-95-5.00)	CN IN PREPARATION	1 - 5 MILLION	CREDIT NO \$0.00
		<i>DELETION OF WORK</i>	<u>WHO</u> MTA Board.		
<u>WHAT:</u> <i>This Design Change Notice (DCN) is to eliminate the Non-Revenue Tunnel Connector from the C0311 Contract.</i>					
<u>JUSTIFICATION:</u> <i>The Non-Revenue Connector Stub was originally designed to maintain an option to extend the AL Track towards the planned Santa Monica Boulevard Rail Extension. The connector would allow a line along Santa Monica Boulevard to utilize the Red Line maintenance yard at Union Station at a lower cost than having to construct a connection in the future into an already operating system. The construction of this connector stub was included in the C0311 Contract. However, based on the current Long Range Plan discussions, a rail project on Santa Monica Boulevard may not be fundable within the next 20 years. Further, the technology for a future Santa Monica Boulevard rail line has not been established. Transportation alternatives other than heavy rail may ultimately be chosen to meet the transportation needs along this corridor. A future connection to the Red Line yard might not be useful if the future project is not compatible with the Red Line technology. Also, the designed location of the Non-Revenue Connector Stub will require a very costly connector tunnel to the Santa Monica Boulevard rail line at a later point in time. The MTA Construction Division believes that it is reasonable to make the connection later as a cost of any future Santa Monica Boulevard heavy rail project. The recommendation was accepted and approved by the MTA Board (04/20/95 Meeting).</i>					
<u>COST IMPACTS:</u> <i>This is a cost reduction change to R82 project budget.</i>					
TOTAL R82 > \$200K : 1 CN'S					\$0.00

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