



Los Angeles County
Metropolitan
Transportation
Authority

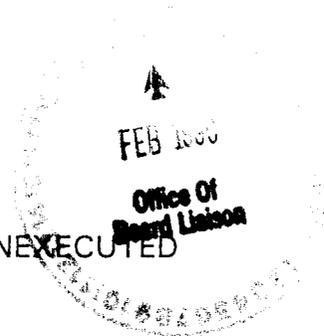
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February 15, 1996

TO: MTA 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 February 15, 1996, seven previously unlisted pending change notices exceeding \$200,000 are reported.

BACKGROUND

Since delegation of authority to staff for the execution of changes under \$200,000, 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 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: 02/14/96

| CONTRACT CO # | CN # | CHANGE TITLE | STATUS | CURRENT ESTIMATE | WORK AUTHORIZED? NOT TO EXCEED VALUE |
|---------------|------|-------------------------|----------------------|------------------|---|
| | | <i>BASIS FOR CHANGE</i> | <i>JUSTIFICATION</i> | | |

B241: VERMONT/BEVERLY STATION: TUTOR-SALIBA-PERINI, J.V.

| | | | | |
|-------|---|---|------------------|--------------------|
| 99.00 | CONCRETE REINFORCING STEEL QUANTITY OVERRUN <i>QUANTITY ADJUSTMENTS</i> | <i>CN IN PREPARATION</i> <u>WHO</u> <i>The Contractor</i> <u>WHAT</u> <i>The estimated quantity for concrete reinforcement steel (Item 03200.01 of the Schedule of Quantities and Prices) of 6,982,000 lbs., shall be revised to an estimated amount of 9,500,000 lbs.</i> <u>JUSTIFICATION</u> <i>1) This change is necessary because the estimated quantities specified in the contract for this pay item are not sufficient to complete the specified work. Quantity changes are normal in course of a project of this magnitude and often result in underruns as well as overruns.</i> <i>2) A contract change is required because the pay item amount and the total contract price have to be increased in order to be able to compensate the contractor for the specified work.</i> <u>COST IMPACTS</u> <i>This change is within R81 project budget and there is no cost recovery potential.</i> | 500K - 1 MILLION | NO \$975,000.00 |
|-------|---|---|------------------|--------------------|

B261: VERMONT/SUNSET STATION: TUTOR-SALIBA-PERINI, J.V.

| | | | | |
|--------|---|--|------------------|--------------------|
| 110.00 | TEMPORARY ENTRANCE DECKING <i>QUANTITY ADJUSTMENTS</i> | <i>CN IN PREPARATION</i> <u>WHO</u> <i>Resident Engineer</i> <u>WHAT</u> <i>This change constitutes estimated quantity and price adjustments for the variation between the quantity estimated by the engineer at bid time and the actual quantity required to complete the temporary decking in the entrance area of the station. This will be paid under Pay Item 01522.01, Temporary Decking System.</i> <u>JUSTIFICATION</u> | 500K - 1 MILLION | NO \$601,900.00 |
|--------|---|--|------------------|--------------------|

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| | | BASIS FOR CHANGE | JUSTIFICATION | | |
| <p><i>This change is necessary to reimburse the Contractor, Tutor Saliba Perini for installation of the temporary entrance decking system. (1300 square yards is to deck the entrance area). Tutor Saliba Perini requires decking of the entrance area to facilitate full use of his staging area.</i></p> <p><i>Payment for decking this area is based on a Disputes Review Board ruling on the same issue for the Contractor on the B231 Contract. This ruling was accepted by the Los Angeles County Metropolitan Transportation Authority as a precedent on December 20, 1995.</i></p> <p><u>COST IMPACTS</u></p> <p><i>1) Budget: This change is within the current Project Budget.</i></p> <p><i>2) Cost Recovery or offsets: There is a potential for cost recovery from the Designer from Errors and Omissions.</i></p> | | | | | |
| TOTAL R81 > \$200K : 2 CN'S | | | | | \$1,576,900.00 |

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

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|---|-------|--|--|------------------|---|
| | | BASIS FOR CHANGE | JUSTIFICATION | | |
| C0311: LINE SECTION FROM STATION 630+00 TO UNIVERSAL CITY: TRAYLOR BROS./FRONTIER-KEMPER, J.V. | | | | | |
| 12.00 | 26.00 | EXTENSION OF TUNNEL LIMITS (C0311) (R82-95-21.00)/(C0311-CN-26) | CO IN PROCESS | 200 - 500K | NO \$0.00 |
| | | EXTRA WORK | <u>WHO</u> MTA & Construction Management (PD) | | |
| | | | <u>WHAT:</u> <i>This change is to transfer a portion of the tunnel work from B251 to C0311. The work consists of approximately 42 linear feet of the north tunnel.</i> | | |
| | | | <u>JUSTIFICATION:</u> <i>The MTA terminated for default the B251 contractor, Shea-Kiewit-Kenny, on July 13, 1995. At this time, the north tunnel shield is 42 linear feet short of the point in soft ground that marks the limit of tunnel construction under the C0311 contract. The 42 linear feet is therefore being added to the C0311 contract to reach the south end of the special Seismic Section.</i> | | |
| | | | <u>COST IMPACTS:</u> <i>This change is within the R82 project budget. There is a potential cost recovery against the B251 Contractor (R8L).</i> | | |
| 12.00 | 34.00 | INCREASED CHEMICAL GROUT QUANTITY | CO IN PROCESS | 500K - 1 MILLION | YES \$200,000.00 |
| | | QUANTITY ADJUSTMENTS | <u>WHO</u> Resident Engineer | | |
| | | | <u>WHAT:</u> <i>As of January 17, 1996, some 175,000 gallons of chemical grout has been injected and at approximately 20,000 gallons per day the line item volume will be reached in less than three weeks. Current estimate predicts a total maximum volume of 800,000 gallons as opposed to 500,000 gallons in the line item.</i> | | |
| | | | <u>JUSTIFICATION:</u> <i>Chemical grouting under the freeway has commenced. The current volume and corresponding pressures indicate that the contract line item volume of 500,000 gallons will be exceeded by up to 300,000 gallons. The reason for this increase is believed to be increased porosity of the soils under the freeway. If the volume of grout is not increased there is a possibility that ungrouted soil or water inflows will be encountered while tunneling under the freeway which could result in unacceptable settlements of the 101 Freeway and adjacent bridge.</i> | | |

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| | | BASIS FOR CHANGE | JUSTIFICATION | | |
| | | | COST IMPACTS: <i>This change is within the current project budget. There is no cost recovery potential.</i> | | |
| 12.00 | 35.00 | MODIFICATION TO TUNNEL BORING MACHINE EXTRA WORK | CO IN PROCESS | 1 - 5 MILLION | YES \$200,000.00 |
| | | | WHO MTA | | |
| | | | WHAT: <i>Install additional hydraulic drills in the Tunnel Boring Machine.</i> | | |
| | | | JUSTIFICATION: <i>The contractor has provided grouting facilities in the tunnel boring machines (TBM) in the face which will allow the contractor to meet the contractual specified water inflow limits. The amount of grouting from the TBM will substantially increase in order to better control the ground water table levels, to meet the newly imposed restriction on water inflow in the tunnels and the need to stay within currently applied permit limits. The addition of hydraulic drills in the TBM will allow the additional grouting to be carried out more efficiently. If this additional modification to the TBM is not provided before the machines start tunneling, the delays to the critical path schedule would be substantial.</i> | | |
| | | | COST IMPACT: <i>This change is within the current project budget. There is no potential cost recovery.</i> | | |
| 12.00 | 36.00 | SEISMIC SECTION CHANGE & ADDED STANDARD TUNNEL LENGTH EXTRA WORK | CO IN PROCESS | 500K - 1 MILLION | NO \$0.00 |
| | | | WHO MTA | | |
| | | | WHAT: <i>Seismic section change and added standard tunnel length.</i> | | |
| | | | JUSTIFICATION: <i>The presently designed Seismic Section is modified to reduce the length from 600 linear feet to 300 linear feet per tunnel, including the deletion of precast concrete blocks in the invert. At present, the terminated B251 Contract tunnels stopped 129 linear feet per tunnel south of the C0311 contract limit due to encountering the Seismic Zone sooner than indicated in the contract documents. This additional tunnel must be constructed as part of the C0311 contract to avoid delays to the overall project schedule.</i> | | |
| | | | COST IMPACTS: <i>This change is within the current R82 Project budget. There is no cost recovery potential.</i> | | |

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| | | <i>BASIS FOR CHANGE</i> | <i>JUSTIFICATION</i> | | |
| 12.00 | 37.00 | ENCLOSURE AT LA BREA SHAFT SITE | CO IN PROCESS | 1 - 5 MILLION | NO \$200,000.00 |
| | | EXTRA WORK | <p><u>WHO</u> MTA</p> <p><u>WHAT:</u> Furnish and install roofed enclosure of La Brea Shaft.</p> <p><u>JUSTIFICATION:</u> Existing contract noise requirements as specified in the contract, allow certain noise levels to occur for all types of construction activities including staging. These requirements are similar to the ones used on all projects under construction at the this time. However, our recent experience along Hollywood Boulevard, indicates that noise levels are still impacting the residents and businesses of the area, and are still generating public complaints. This will result in increasingly severe restriction on the work hours established for the project, if the MTA continues to receive further complaints from the community. This occurrence may eventually result in the revocation of our Night Time Construction Variance at the La Brea Shaft, thus eliminating the possibility of any night time construction operations. Since La Brea Shaft is on the critical path of work to be performed for the completion of the Segment 3, North Hollywood Project, any further restriction of construction activities, including eliminating nighttime work will create delays to the overall project schedule and will cost \$ 125,000 per day for each day the project is delayed.</p> <p><u>COST IMPACT:</u> This change is within the current project budget. There is no cost recovery potential.</p> | | |
| TOTAL R82 > \$200K | | : 5 CN'S | | | \$600,000.00 |

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