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FILE
October 20, 1995

TO: MTA BOARD OF DIRECTORS
FROM: STANLEY G. PHERNAMBUCCH 
SUBJECT: PREVIEW OF UNEXECUTED CONSTRUCTION/ PROCUREMENT
CONTRACT CHANGES OVER \$200,000

ISSUE


The attached advisory report is to provide the MTA Board a preview, at the earliest possible time, of change notices which may exceed \$200,000. For the period ending October 20, 1995, seven previously unlisted pending change notices exceeding \$200,000 are reported.

BACKGROUND

Policy requires that MTA staff provide regular status information on pending changes which may exceed staff's authority. The Board Sub-committee on November 19, 1992, further defined this to those changes which have not been previously reported.

Prepared by:


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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: 10/20/95

CONTRACT CO #	CN #	CHANGE TITLE	STATUS	CURRENT ESTIMATE	WORK AUTHORIZED? NOT TO EXCEED VALUE
		BASIS FOR CHANGE	JUSTIFICATION		
B241: VERMONT/BEVERLY STATION: TUTOR-SALIBA-PERINI, J.V.					
50.02		HAULING OF CONTAMINATED SOIL (WHICH DOES NOT REQUIRE HAZARDOUS WASTE OPERATIONS) TO AN MTA DESIGNATED LANDFILL. EXTRA WORK	CN IN PREPARATION <u>WHO</u> The Contractor	200 - 500K	NO \$350,000.00
			<u>WHAT</u> The Contractor shall haul contaminated soil (which does not require hazardous waste operations) to an MTA-designated landfill facility instead of to a facility of the Contractor's choice.		
			<u>JUSTIFICATION</u> This change is necessary because the Contractor is being directed to haul contaminated soil (which does not require hazardous waste operations) to an MTA-designated landfill facility, instead of to a facility of his choice, as allowed by Contract because of environmental regulations. A contract change is required in order to add a payment provision to the Contract to compensate the Contractor for the differential in cost between hauling the contaminated soil in question to an MTA-designated landfill and the hauling to a facility of the Contractor's choice.		
			<u>COST IMPACTS</u> This change is within the R81 project budget. There is no potential for any cost recovery.		
65.00		B251-B: REMAINING B251 WORK FROM WILSHIRE/VERMONT STATION TO VERMONT/BEVERLY STATION ADDITIONAL/NEW WORK	CN IN PREPARATION <u>WHO</u> MTA	1 - 5 MILLION	NO \$0.00
			<u>WHAT</u> The B241 contractor is to perform tasks remaining from the B251 Contract from the Wilshire/Vermont Station to the Vermont/Beverly Station.		
			<u>JUSTIFICATION</u> The MTA Terminated for Default the B251 Contractor, Shea-Kiewit-Kenny, on 7/13/95. The LACMTA decided that the incompleted B251 Contractor work between the Wilshire/Vermont and Vermont/Beverly		

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

METRO SYSTEM
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		<i>BASIS FOR CHANGE</i>	<i>JUSTIFICATION</i>		
			<i>Stations should be completed by the B241 Contractor. This change adds this B251 work to the B241 Contract.</i>		
			<u>COST IMPACTS</u> <i>This change is within the current project budget. There is cost recovery potential from the remaining unpaid balance in the contract, Shea-Kiewit-Kenny and/or the surety.</i>		
TOTAL R81 > \$200K : 2 CN'S					\$350,000.00

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

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AS OF: 10/19/95

CONTRACT CO #	CN #	CHANGE TITLE	STATUS	CURRENT ESTIMATE	WORK AUTHORIZED? NOT TO EXCEED VALUE
		<i>BASIS FOR CHANGE</i>	<i>JUSTIFICATION</i>		
C0301: HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE: TUTOR-SALIBA-PERINI, J.V.					
	22.00	REMOVAL OF STAGNATED WATER IN TUNNEL AND FAN LINE (B251H TRANSFER) <i>ADDITIONAL/NEW WORK</i>	<i>CN IN PREPARATION</i> <u>WHO</u> MTA	200 - 500K	NO \$200,000.00
<u>WHAT</u>					
<i>The C0301 contractor is to perform the remaining tasks from the B251 Contract west of Vine Station (Station 558+81) to bring tunnels to a condition suitable for contract C0301 work to be performed.</i>					
<i>The source of the hydraulic oil and related waste is the abandoned equipment and operations of the dismissed B251 Contractor SKK. The combination of the ponded water and hydraulic oil laden sediments has caused odiferous off-gassing of biodegradation compounds. Although contact with the water does not pose health and safety threats, it does produce a nuisance odor and preventative measures should be taken to minimize exposure.</i>					
<i>The water has been sampled by Parsons Engineering Science and results reveal that it is not a regulated waste but does not meet all NPDES permit discharge limits. Treatment of the water and oil mixture is required prior to discharge.</i>					
<i>Removal of the fan line is required for TSP to install required ventilation systems to complete C0301 Contract work.</i>					
<u>JUSTIFICATION:</u>					
<i>The MTA Terminated for Default the B251 Contractor, Shea-Kiewit-Kenny, on 07/13/95. The MTA determined that the uncompleted B251 Contract Work between Vine Station and the Tunnel Face should be completed by the C0301 Contractor. This change adds this outstanding B251 work to the C0301 Contract.</i>					
<u>COST IMPACTS:</u>					
<i>All costs surrounding this change can be potentially recovered from the remaining unpaid balance to the B251 Contract, Shea-Kiewit-Kenny and/or the surety.</i>					
	23.00	REMOVE STEEL POSTS, WEDGE GAP REMOVAL, CONTACT GROUT, COMPLETE TUNNEL LINING & NCR'S (B251H TRANSFER)	<i>CN IN PREPARATION</i> <u>WHO</u>	200 - 500K	NO \$410,000.00

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		BASIS FOR CHANGE	JUSTIFICATION		
		ADDITIONAL/NEW WORK	MTA		
			<u>WHAT</u>		
			<p><i>After the excavation of the AR tunnel between CP38 and CP39, at Hudson Ave., a distressed section of the lining was shored up by pairs of vertical steel posts at each segment ring. To provide supplemental and permanent support to this region and permit the removal of the temporary posts, a plan was developed by a consultant to the B251 contractor and eventually approved by EMC. As a result of this incident, a program was established to supplement timber expansion wedges with steel screw jacks in concrete liner segments outside the distressed area near Cross Passage 38. Not all of this work was completed by the time the B251 contractor was terminated.</i></p>		
			<u>JUSTIFICATION:</u>		
			<p><i>The MTA Terminated for Default the B251 Contractor, Shea-Kiewit-Kenny, on 07/13/95. The MTA determined that the uncompleted B251 Contract Work between Vine Station and the Tunnel Face should be completed by the C0301 Contractor. This change adds this outstanding B251 work to the C0301 Contract.</i></p>		
			<u>COST IMPACTS:</u>		
			<p><i>All costs surrounding this change can be potentially recovered from the remaining unpaid balance to the B251 Contract, Shea-Kiewit-Kenny and/or the surety.</i></p>		
4.00	21.01	B251H WORK PACKAGE	CO IN PROCESS	1 - 5 MILLION	NO \$200,000.00
		ADDITIONAL/NEW WORK	<u>WHO</u>		
			MTA		
			<u>WHAT</u>		
			<p><i>The C0301 contractor is to perform the outstanding tasks from the B251 Contract west of Vine Station (Sta 558 + 81) as noted below.</i></p>		
			<p><i>1. Bring the tunnels to a condition suitable for Contract C0301 work to be performed as originally specified. This includes tunnel clean-up, removal of contaminated water, and removal of 60 in fan line. Remove and haul B251 contractor equipment and material to a designated location.</i></p>		
			<p><i>2. Completion of the distressed section of the AR Tunnel west of Cross Passage No. 38.</i></p>		

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BASIS FOR CHANGE			JUSTIFICATION		

3. Correct all outstanding B251 nonconforming conditions west of the Hollywood/Vine Station in the AR and AL Tunnels. This includes contact grouting behind primary segments and repair of expansion joint shotcrete.

JUSTIFICATION:

The MTA Terminated for Default the B251 Contractor, Shea-Kiewit-Kenny, on 07/13/95. The MTA determined that the uncompleted B251 Contract Work between Vine Station and the Tunnel Face should be completed by the C0301 Contractor. This change adds this outstanding B251 work to the C0301 Contract.

COST IMPACTS:

All costs surrounding this change can be potentially recovered from the remaining unpaid balance to the B251 Contract, Shea-Kiewit-Kenny and/or the surety.

C0311: LINE SECTION FROM STATION 630+00 TO UNIVERSAL CITY: TRAYLOR BROS./FRONTIER-KEMPER, J.V.

**19.00 REWORK PACKAGE B-251E, REMAINING
B251 WORK FROM VERMONT/SUNSET
STATION TO HOLLYWOOD/WESTERN
STATION
ADDITIONAL/NEW WORK**

CN IN PREPARATION

OVER 10 MILLION

**NO
\$0.00**

WHO

MTA

WHAT

The contractor is to perform tasks remaining from the B251 Contract from the Vermont/Sunset Station to the Hollywood/Western Station.

JUSTIFICATION

The MTA Terminated for Default the B251 Contractor, Shea-Kiewit-Kenny, on 7/13/95. The MTA decided that the incompleted B251 Contract work between the Vermont/Sunset Station and Hollywood/Western Stations should be completed by the Contractor. This change adds this B251 work to the contract.

COST IMPACTS

This change is within the current project budget. There is cost recovery potential from the remaining unpaid balance in the Shea-Kiewit-Kenny Contract and/or from the Surety.

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		BASIS FOR CHANGE	JUSTIFICATION		
C0331: UNIVERSAL CITY TO NORTH HOLLYWOOD - TUNNEL: OBAYASHI CORPORATION					
75.00		SEMI-PERMANENT SANITARY SEWER BYPASS WEDDINGTON TO BILOXI	CN IN PREPARATION	500K - 1 MILLION	NO \$0.00
		EXTRA WORK	<p><u>WHO</u> The MTA and EMC</p> <p><u>WHAT</u> This change is issued in compliance with the submittal response from EMC. EMC's response to submittal No. 01057-3.4.C.3-1.00, item number 8, states "Contractor shall bypass the 18-inch sewer and other utilities within the active mining zone as required throughout this test section".</p> <p><u>JUSTIFICATION</u> The issuance of this change will further provide protection of the existing utility and prevent possible hazards to the mining operations. The sanitary sewer line that runs above the tunnel alignment is constructed of cement pipe with mortar joints and was established in 1930. Due to settlements that have occurred while mining the AR and AL tunnels, it is necessary to provide the capability to quickly bypass the existing sewer line away from the tunnel excavation. This sewer line is a major adverse exposure to the contract mining effort, therefore, the Authority and EMC have directed the contractor to establish the capability to bypass the sewer line away from the tunnel alignment.</p> <p><u>COST IMPACT</u> This change is within the R82 project budget. There is no cost recovery potential.</p>		
TOTAL R82 > \$200K : 5 CN'S					\$810,000.00

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