



Los Angeles County  
Metropolitan  
Transportation  
Authority

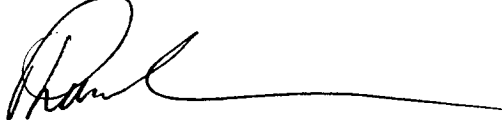
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September 27, 1995

TO: MTA BOARD OF DIRECTORS  
FROM: STANLEY G. PHERNAMBUCQ   
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 September 27, 1995, six 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: 09/26/95

CONTRACT CO #	CN #	CHANGE TITLE	STATUS	CURRENT ESTIMATE	WORK AUTHORIZED? NOT TO EXCEED VALUE
		BASIS FOR CHANGE	JUSTIFICATION		

**B211: WILSHIRE/VERMONT STATION STAGE I: TUTOR-SALIBA/PERINI J.V.**

101.00		CLASSIFICATION OF CONCRETE (INTERIOR OR EXTERIOR) BETWEEN STATION BOX AND ENTRANCE QUANTITY ADJUSTMENTS	NEGOTIATED	200 - 500K	NO \$0.00
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WHO  
Resident Engineer

WHAT  
This Change Order is a result of negotiations on two B211 Claims. As a result of the negotiations, it was determined that approximately 990 cubic yards of concrete would be classified as a unique type of concrete. The MTA position was that it was exterior wall concrete, and the Contractor's position was that it was interior wall concrete. Based on the above classifications the contractor is entitled to an adjustment to the contract. It was determined that these classifications of concrete would not constitute setting a precedence for negotiations at any other Contracts.

JUSTIFICATION  
This Change is necessary because there is room for interpretation of how some of the concrete items are classified. Consequently, the Resident Engineer negotiated an equitable price for the concrete in question.

COST IMPACT  
This change is within the current project budget. There is no potential cost recovery.

**B221: WILSHIRE/NORMANDIE STATION & LINE: TUTOR-SALIBA/PERINI J.V.**

188.00	361.00	NIGHT WORK RESTRICTIONS- WILSHIRE/NORMANDIE STATION (BOX STRUCTURE) WORK SCOPE CHANGES (OUTSIDE AGENCY ORIGINATED)	CO IN PROCESS	1 - 5 MILLION	NO \$0.00
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WHO  
Resident Engineer/MTA Construction

WHAT  
The contractor is required to maintain a noise level of no greater than 60 dBA between the hours of 8:00 PM and 7:00 AM.

JUSTIFICATION  
The Los Angeles Police Department and Los Angeles Police Department-Noise Enforcement Task Force established the ambient level for the B-221 night work as 60 dBA which superceded the previously established 74 dBA. This new restriction suspended all construction work between the hours of 8:00PM and

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		BASIS FOR CHANGE	JUSTIFICATION		
7:00 AM.					
<b>COST IMPACTS</b>					
<i>This is within the current project budget. There may be cost recovery potential from the CM and/or EMC.</i>					
<b>B241: VERMONT/BEVERLY STATION: TUTOR-SALIBA-PERINI, J.V.</b>					
65.00	B251-B:	REMAINING B251 WORK FROM WILSHIRE/VERMONT STATION TO VERMONT/BEVERLY STATION <i>EXTRA WORK</i>	CN IN PREPARATION	1 - 5 MILLION	NO \$0.00
<b>WHO</b>					
MTA					
<b>WHAT</b>					
<i>The B241 contractor is to perform tasks remaining from the B251 Contract from the Wilshire/Vermont Station to the Vermont/Beverly Station.</i>					
<b>JUSTIFICATION</b>					
<i>The MTA Terminated for Default the B251 Contractor, Shea-Kiewit-Kenny, on 7/13/95. The LACMTA decided that the uncompleted B251 Contractor work between the Wilshire/Vermont and Vermont/Beverly Stations should be completed by the B241 Contractor. This change adds this B251 work to the B241 Contract.</i>					
<b>COST IMPACTS</b>					
<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>					
66.00	B251-C:	REMAINING B251 WORK FROM VERMONT/BEVERLY STATION TO VERMONT/SANTA MONICA STATION <i>EXTRA WORK</i>	CN IN PREPARATION	5 - 10 MILLION	NO \$0.00
<b>WHO</b>					
MTA					
<b>WHAT</b>					
<i>The B241 contractor is to perform tasks remaining from the B251 Contract from the Vermont/Beverly Station to the Vermont/Santa Monica Station.</i>					
<b>JUSTIFICATION</b>					
<i>The MTA Terminated for Default the B251 Contractor, Shea-Kiewit-Kenny, on 7/13/95. The LACMTA decided that the uncompleted B251 Contractor work between the Vermont/Beverly and Vermont/Santa Monica Stations should be completed by the B241 Contractor. This change adds this B251 work to the B241 Contract.</i>					
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METRO SYSTEM

Metro Red Line Seg-2

**NEW UNEXECUTED CHANGES OVER \$200,000**

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AS OF: 09/26/95

CONTRACT CO #	CN #	CHANGE TITLE	STATUS	CURRENT ESTIMATE	WORK AUTHORIZED? NOT TO EXCEED VALUE
		BASIS FOR CHANGE	JUSTIFICATION		
<p><b>COST IMPACTS</b>  <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></p>					
<p><b>B261: VERMONT/SUNSET STATION: TUTOR-SALIBA-PERINI, J.V.</b></p>					
79.00	B251-D:	REMAINING B251 WORK FROM VERMONT/SANTA MONICA STATION TO VERMONT/SUNSET STATION EXTRA WORK	CN IN PREPARATION  <u>WHO</u> MTA	1 - 5 MILLION	NO \$0.00
<p><u>WHAT</u>  <i>The B261 contractor is to perform tasks remaining from the B251 Contract from the Vermont/Santa Monica Station to the Vermont/Sunset Station.</i></p>					
<p><u>JUSTIFICATION</u>  <i>The MTA Terminated for Default the B251 Contractor, Shea-Kiewit-Kenny, on 7/13/95. The LACMTA decided that the uncompleted B251 Contractor work between the Vermont/Santa Monica and Vermont/Sunset Stations should be completed by the B261 Contractor. This change adds this B251 work to the B261 Contract.</i></p>					
<p><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></p>					
<p><b>TOTAL R81 &gt; \$200K : 5 CN'S</b></p>					\$0.00

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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: 09/27/95

CONTRACT CO #	CN #	CHANGE TITLE	STATUS	CURRENT ESTIMATE	WORK AUTHORIZED? NOT TO EXCEED VALUE
		BASIS FOR CHANGE	JUSTIFICATION		
<b>C0331: UNIVERSAL CITY TO NORTH HOLLYWOOD - TUNNEL: OBAYASHI CORPORATION</b>					
74.00		TUNNEL SHIELDS GUIDANCE SYSTEM	CN IN PREPARATION	200 - 500K	NO \$500,000.00
		COMPREHENSIVE CLAIMS	<p><u>WHO</u> The Contractor, Obayashi Corporation</p> <p><u>WHAT</u> This change is written to allow the Contractor to purchase a continuous computerized guidance system for the tunneling shields. This equipment will be utilized throughout Segment-3 by its contractors. The MTA will realize a savings on the final construction cost. The Authority has agreed to purchase these systems for use on C0331 and other Metro Rail contracts. The contractor is to turn them over to the Authority in working condition upon completion of the mining operations on C0331. The installation and maintenance of this guidance system will allow continuous monitoring of the tunneling machine and provide direct communication from the tunnel face to the surface.</p> <p><u>JUSTIFICATION</u> This change is necessary to provide a computerized guidance system that will allow continuous monitoring of the tunneling machine and provide direct communication from the tunnel face to the surface.</p> <p><u>COST IMPACT</u> This change is within the R82 project budget. There is no cost recovery potential.</p>		
<b>TOTAL R82 &gt; \$200K : 1 CN'S</b>					<b>\$500,000.00</b>

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