

FILE

September 27, 1995



Los Angeles County
Metropolitan
Transportation
Authority

TO: MTA BOARD OF DIRECTORS
FROM: STANLEY G. PHERNAMBUCO *[Signature]*
SUBJECT: PREVIEW OF UNEXECUTED PROFESSIONAL SERVICES
CONTRACT CHANGES OVER \$200,000

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ISSUE

The attached advisory report is to provide the MTA Board a preview, at the earliest possible time, of consultant changes which may exceed \$200,000. For the period ending September 27, 1995, four pending consultant changes are reported.

BACKGROUND

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

Prepared by:

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Metro Red Line Seg-3 N. Hlwd.

STATUS OF PROPOSED CONSULTANT AMENDMENT NOTICES OVER \$200,000

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

AS OF: 09/27/95

PROJECT	CONSULTANT AMENDMENT NOTICE NUMBER	TITLE BASIS OF CHANGE	STATUS JUSTIFICATION	CURRENT ESTIMATE	WORK AUTHORIZED? NOT TO EXCEED VALUE
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PROFESSIONAL SERVICES CONTRACT NO.: E0070, PARSONS-BRINCKERHOFF/DMJM

R82	391.00	SEGMENT - 3 FINAL DESIGN AND CONSTRUCTION SUPPORT FOR CORROSION CONTROL <i>OUTSIDE CONSULTANT SPECIALIST WORK (UNUSUAL SERVICES)</i>	CAN UNDER REVIEW	200K - 500K	NO \$0.00
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WHO IDENTIFIED:

MTA Red Line Segment - 3 Project Team

WHAT:

Additional funding is required to allow for EMC subcontractor, PSG Corrosion Engineering Inc. to be reimbursed for extra work required in the course of completing design services for Segment-3. This additional amount is due to multiple reviews and re-design of underground piping required for each contract. Additional funding is to cover costs for Design Support During Construction.

JUSTIFICATION:

Final Design:

During final design, additional work to Contracts C0301, and C0311 resulted from multiple reviews and re-design necessitated from three separate underground piping configuration modifications for each contract. As a result of piping configuration changes, significant or complete re-design of cathodic protection systems were required. In addition, Contract C0311 included extensive consideration of water intrusion control requirements as a result of the anticipated water within the tunnel.

Design Support During Construction:

Additional funding is to cover costs for tasks which were originally within the scope but not adequately budgeted for in the original budget and to provide additional funding for Design Support During Construction.

COST IMPACT:

The change is within the R82 Project budget. There is not cost recovery potential.

R82	399.00	C0321 NORTH HOLLYWOOD EXTENSION - UNIVERSAL STATION	CAN UNDER REVIEW	500K - 1 MILLION	NO \$0.00
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OVER \$200K 09/27/95 11:55:54

METRO SYSTEM

Metro Red Line Seg-3 N. Hlwd.

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**COST AND SCHEDULE CHANGES
DUE TO VARIOUS DESIGN SCOPE
REVISIONS
SCHEDULE EXTENSION**

WHO IDENTIFIED:

MTA, EMC and the Sverdrup Section Design Team

WHAT:

The following items all represent added or expanded scope:

- *Station Entrance Changes*
- *Appendage Layout Revisions*
- *Cost Reduction Engineering of Entrance/Appendages*
- *Stair Lighting Revisions*
- *Fresh Air Intake Revisions*
- *Elevator Revisions*
- *Camera Ready Time Extension (10 weeks)*
- *Additional Sverdrup Project Management and Project Control*
- *Additional EMC PUM, QA/QC, Project Control, Design Review (including late comments), and Section Designer Review*

JUSTIFICATION:

- *Station Entrance Changes*
In June, 1994, the station access road was significantly realigned as part of the C0326 Roadways and Site Restoration preliminary design.
- *Appendage Layout Revisions*
In September 1994, with MTA concurrence, EMC directed the Section Designer to proceed with submission of Pre-Final drawings based on updated and more detailed site parameters reflecting the best C0326 information available at the time. This necessitated additional design and drafting by the Section Designer and related EMC coordination. By providing a more constructible design and minimizing later site-related adjustments during bidding or construction, potential future design and construction cost impacts were reduced.
- *Cost Reduction Engineering of Entrance/Appendages*
This change was a cost reduction activity which occurred as part of C0321 Final Design. Subsequent to the above schedule-driven appendage layout revisions, EMC architects and cost estimators in late September 1994 identified potentially large construction cost savings if further major changes were made in the entrance and south appendage layouts. These changes consolidated the appendages onto or closer to the station box, minimizing excavation, concrete, and the like. A significant lowering of the station access road above the entrance structure was also accommodated. Begun in October 1994, these MTA-authorized changes resulted in a

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			<p><i>potential construction cost savings of about \$2 million.</i></p> <ul style="list-style-type: none"> ▪ <i>Stair Lighting Revisions</i> A revision to the lighting standards precluded the use of light fixtures within the escalator housing as originally designed by the Section Designer. This necessitated additional design and drafting by the Section Designer and related EMC coordination. This necessary change was requested, authorized, and approved by EMC with the awareness of MTA and reflected lessons learned from prior interface problems between the escalator contract and the station contract. ▪ <i>Fresh Air Intake Revisions</i> With MTA concurrence in the Design Readiness Meeting on April 24, 1995, EMC directed the Section Designer to revise Fresh Air Intake No. 1 to accommodate the CO311 contractor's proposed excavation support system layout and achieve significant construction benefits from reduced costs and improved coordination. This change included additional design and drafting by the Section Designer and related EMC coordination. ▪ <i>Elevator Revisions</i> After the Camera Ready submittal and based upon revised standard drawings, EMC directed the Section Designer to relocate sump pits and related piping. This change included additional design and drafting by the Section Designer and related EMC coordination. Like the stair/lighting revisions, MTA was aware of this change which reflected lessons learned relative to the elevator/station interface. ▪ <i>Camera Ready Time Extension (10 weeks)</i> An MTA-agreed Camera Ready milestone extension from February 15, 1995 to March 20, 1995 primarily resulted from the additional time needed to incorporate the cost reduction engineering changes into the Pre-Final and Final Design packages. <p><u>COST IMPACTS:</u></p> <p><i>The change is within the R82 budget: There is no cost recovery potential.</i></p>		
R82	400.00	(C0322, C1326, C2326, C3326) N. HOLLYWOOD EXT. - UNIVERSAL CITY STATION ROADWAYS, SITE RESTORATION, LANKERSHIM BLVD PEDESTRIAN UNDERPASS FINAL DESIGN	CAN IN PREPARATION	1 - 5 MILLION	NO \$0.00

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		ADDED FACILITIES SUPPORT DUE TO DESIGN DEVELOPMENT CHANGES	<p><u>WHO IDENTIFIED:</u> MTA/EMC</p> <p><u>WHAT</u> Provide Final Design and miscellaneous services in accordance with the scope of services for engineering design, dated March 28, 1995 (revised September 5, 1995) and the EMC preliminary design documents, dated May 24, 1995 for Contract Unit C0322 and May 25, 1995 for Contract Units C1326, C2326, and C3326.</p> <p><u>JUSTIFICATION</u> The Red Line Segment 3 Project Implementation Plan (PIP) for surface restoration design work was based on the Universal City Station Access Road Adopted Plan, dated December 4, 1984 as reflected in the schematic concepts defined in the 1989 SEIS/SEIR. This change establishes the scope for final design based upon the MTA's revised contract packaging, revised schedules, and revised design parameters resulting from the preliminary design process, including coordination with third parties, such as public and private agencies and interest groups.</p> <p><u>COST IMPACTS</u> The change is within the R82 Project budget. There is no cost recovery potential.</p>		
R82	404.00	SEGMENT - 3 NORTH HOLLYWOOD PROJECT CONTROL STAFFING EXTRA/ADDITIONAL WORK REQUESTED BY LACMTA	<p>CAN UNDER REVIEW</p> <p><u>WHO IDENTIFIED:</u> MTA</p> <p><u>WHAT:</u> Provide project level cost and schedule support for the Segment 3 North Hollywood project. Three positions are required to perform the work. A lead scheduler who will perform assessments of each component of the project schedule, verify that applicable policies and procedures are followed, and provide reports and analysis to the MTA. The second position will review the EMC performance against the baseline restoration plan, audit project capital cost reports and report the findings to the MTA and EMC management. The position will also perform forecasting for real estate, environmental, and other WBS</p>	200K - 500K	YES \$200,000.00

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elements as requested by the MTA. The third position will perform ad-hoc studies and audits on all corrective action plans.

JUSTIFICATION:

The MTA requested that audit support for project level tasks be provided for a period of six months, concurrent with their schedule for implementing corrective action plans for the project. The personnel will verify EMC/CM compliance with policy and assist implementation of the Arthur Anderson report findings.

COST IMPACTS:

The change is within the R82 Project budget. There is no cost recovery potential.

TOTAL CONTRACT E0070 > \$200K : 4 CAN(s)

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