



November 4, 1996

  
Los Angeles County  
Metropolitan  
Transportation  
Authority

**TO:** MTA BOARD OF DIRECTORS  
**FROM:** STANLEY G. PHERNAMBUCQ   
**SUBJECT:** BOARD MEMBER REQUEST FOR INFORMATION

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**ISSUE**

This is in response to Supervisor Yaroslavsky's letter dated October 10, 1996 in which several concerns were expressed regarding the performance of the Contractor (Tutor-Saliba-Perini, JV) at the Hollywood/Highland Station, Contract C0301.

**BACKGROUND**

The following responses to the points raised are as follows:

1. The Contractor is currently working both day and night shifts, with night work mostly staged from the working area at the junction of Orchid Avenue and Hollywood Boulevard. These operations have been ongoing since June 1995, with the exception of a two-month period (April-May 1996) following the completion of the decking on Hollywood Boulevard when access to the station excavation could be gained only after demolition of the parking structure at the future station entrance. Demolition is only permitted during the day under the Contract.
2. The Los Angeles Police Commission revoked the MTA's nighttime construction variance for the working area at McCadden Place in January 1996, and reinstated it with restrictions in August. The suspension of the variance had limited impact on construction, since most of the critical activities during this period (installation of excavation support, excavation, and spoil hauling) could be supported from Orchid/Hollywood working area. The temporary ventilation fans for the station excavation, that had been in the McCadden working area, were relocated beneath the deck, and access to them provided from Orchid yard to avoid the need for access into the McCadden yard for any nighttime maintenance. These measures allowed station excavation to proceed while the variance was suspended.

3. The McCadden working area is used to construct the station side structure during the day, and at night to support operations on Hollywood Boulevard for cross passage and tunnel final lining. These operations have just begun, with preparations for lining the cross passages between Hollywood/Highland and Hollywood/Vine Stations commencing on October 21, 1996. This work was delayed due to the unfinished Shea-Kiewit-Kenny Contract B251 work. Noise levels are being monitored by both the Contractor and by the Construction Manager to ensure compliance with the Contract.
4. Nighttime activities will increase once station excavation is completed and preparation for station concreting begin in November. The final lining of the running tunnels themselves between Highland and Vine has been scheduled to start in January 1997 to avoid impacting local businesses during the holiday shopping season, but will not delay Contract completion.
5. The Contractor is currently working to a shorter schedule showing completion on November 4, 1998, as compared with the original Contract completion date of March 2, 1999. Our analysis of the Contractor's schedule shows work two months behind their early schedule to complete. This delay arises from encounters with un-mapped utilities and effects of the Contract B251 termination. However, we are confident that this delay can be recovered, and to this end the Contractor has cooperated with MTA and has applied for and obtained limited street closures to pursue the work and mitigate the impact of the Contract B251 termination.
6. Our cost analysis of Hollywood/Highland Station, Contract C0301, shows a present Contract value of \$72 million, which is within the Authorization for Expenditure of \$76.8 million. It should be noted that the present Contract value includes only those changes known at this time, and will be adjusted as further design changes etc., are initiated.

If you have any further questions, please feel free to contact me at (213) 922-7399.