



## Board Report

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**File #:** 2018-0393, **File Type:** Informational Report

**Agenda Number:** 40.

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### CONSTRUCTION COMMITTEE JULY 19, 2018

**SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE  
REPORT**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE Program Management Quarterly Change Report.

#### **DISCUSSION**

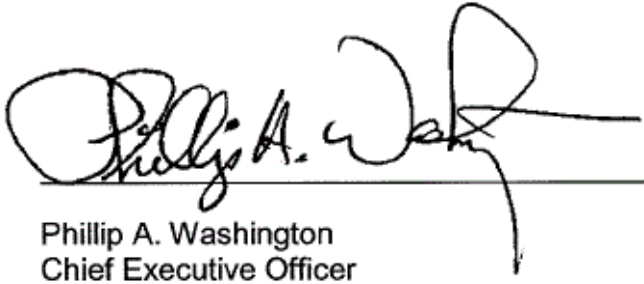
At the January 26, 2018 Board meeting, the Board approved the continuation and expansion of the delegation of authority within Life of Project (LOP) budget management on all Transit and Regional Rail Capital Projects. Staff was directed to provide quarterly reports to the Board on change orders and modifications that are above \$500,000. The change activities for the reporting period between March 1, 2018 and May 31, 2018 are included in Attachment A.

#### **ATTACHMENT**

Attachment A - Quarterly Change Report for Reporting Period Between March 1, 2018 - May 31, 2018

Prepared by:

- **Crenshaw/LAX** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Gary Baker, EO Project Mgmt., (213) 893-7191
- **Westside Purple Line Ext 1** - James Cohen, EO Project Mgmt., (213) 922-7911
- **Westside Purple Line Ext 2** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **The New Blue** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **Report** - Brian Boudreau, Sr EO Program Control, (213) 922-2474



Phillip A. Washington  
Chief Executive Officer

## CRENSHAW/LAX TRANSIT PROJECT

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2018 - May 31, 2018)**

| <b>A. DESIGN BUILD CONTRACT No. C0988 - WALSH SHEA CORRIDOR CONSTRUCTORS</b> |   |                      |                 |               |                               |                 |
|--|---|----------------------|-----------------|---------------|-------------------------------|-----------------|
| Mod/Change #   | Description   | Change Type          | Submission Date | Approval Date | Contractor's Proposed Amount* | Approved Amount |
| CO-00209.1   | <u>Preliminary 45 Day Schedule Recovery</u> : Contractor shall schedule critical activities at specified locations over the next 45 days to benefit the project's schedule. The estimated period of performance is from March 12, 2018 to April 25, 2018.   | Schedule Recovery    | 3/12/2018       | 3/29/2018     | N/A                           | \$8,000,000     |
| MOD-00367  | CLAIM 61 COS Load at Underground 3 (UG3) and CLAIM 99 - 18inch Storm Drain at UG1: Item 1: Final and full resolution of Claim No. 61 and RFC No. 131 for work directly related to the design and construct the Support of Excavation (SOE) at UG3 in order to comply with LABOE's requirement that there be no additional loading on the Central outfall Sewer (COS). Item 2: Final and full resolution of Claim No. 99 and Request for Change (RFC) No. 84 and RFC No. 208 for work directly related to design and relocation of unknown 18" SD to avoid the UG1 crossing. | Comprehensive Claims | 5/4/2018        | 5/18/2018     | \$1,040,597                   | \$500,000       |

| <b>B. PROFESSIONAL SERVICES CONTRACT No. E0117 - MOTT MACDONALD, LLC</b> |   |             |                 |               |                              |                 |
|--|---|-------------|-----------------|---------------|------------------------------|-----------------|
| Mod/Change #   | Description   | Change Type | Submission Date | Approval Date | Contractor's Proposed Amount | Approved Amount |
| MOD-00044  | <u>Extend Crenshaw/LAX Phase III Design Support During Construction (DSDC) and Commence Phase IV System Activation</u> : It is critical that there is no disruption in Phase III design service during construction and Phase IV "System Activation." The Revenue Service Date (RSD) is October 2019 and close out is through 2020. | Extra Work  | 4/11/2018       | 4/11/2018     | N/A                          | \$6,000,000     |

| <b>C. OTHER AGREEMENTS</b> |                   |             |                 |               |                              |                 |
|----------------------------|-------------------|-------------|-----------------|---------------|------------------------------|-----------------|
| Mod/Change #               | Description       | Change Type | Submission Date | Approval Date | Contractor's Proposed Amount | Approved Amount |
|                            | Nothing to report |             |                 |               |                              |                 |

\* Certain CO/MOD does not have "Contractor's Proposed Amount" because it is a:

- 1) Unilateral Change Order (based on Metro's Independent Cost Estimate) issued when work needs to be done and Metro has not received the Cost/Schedule Proposal (CSP) from contractor in a timely manner.  
OR
- 2) Change Order as Time & Material (based on Metro's Independent Cost Estimate) or a change Order to be negotiated (should be 80% of the Independent cost estimate value), issued if the work is Urgent.

## II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

### A. DESIGN BUILD CONTRACT C0988 - WALSH SHEA CORRIDOR CONSTRUCTORS

| Mod/Change #              | Description   | Change Type          | Rough Order of Magnitude Cost |
|---------------------------|---|----------------------|-------------------------------|
| MOD-00304                 | <b>Back Charge for Metro payments to City of LA (COLA) for in scope of contract Traffic Control Officers (TCO) Services:</b> This credit change is to back charge WSCC for TCO for the period of January 2014 thru June 30, 2017 (paid by Metro to LADOT per the Master Cooperative Agreement with City of Los Angeles.)  | Other                | Credit between \$1M and \$5M  |
| MOD-00347.1<br>CO-00122.1 | <b>UG1 Center Walkway Lighted Handrail:</b> Replace the non-lighted center handrails in the two (2) covered sections of UG1 with lighted handrails to provide an added measure of walkway lighting to facilitate evacuation of patrons during an emergency situation.   | Safety Conditions    | Between \$1M and \$5M         |
| MOD-00354                 | <b>COLA Request to Replace Concrete Street Light and Signal Poles with Steel Poles - MLK area:</b> Revise street lighting design for Segment C limits between 48th St to Exposition Blvd per LABSL comments on the Segment C 85%-2 Street Lighting Design. Restore steel 15 ft. /40 ft. Davit pedestrian/street lights poles, and remove/replace concrete street light poles with steel 40 ft. Davit light poles.   | Owner Design Changes | Between \$1M and \$5M         |
| CO-00129                  | <b>Elimination Crossover Sta 56+57.50:</b> Design builder shall eliminate the crossover at Sta. 56+57.50, north of 104th (or sought of Aviation/Century Station) and provide a credit to Metro labor, material and equipment, testing and commissioning to furnish and install crossover.   | Deletion of Work     | Credit between \$500K - \$1M  |
| CO-00152.1                | <b>Radio System - Additional Tunnel Amplifiers: The Radio Section (9.6) of the MRDC (Metro Rail Design Criteria) was prepared by an outside consultant who did not have a clear understanding of Metro's requirements for radio systems.</b> Section 9.6 was added as an addendum to the full Metro Rail Design Control (MRDC) that was released to the CLAX bidders; without Metro's technical staff - familiar with the radio requirements - having been given an opportunity to review the document for accuracy. As a result, <b>the winning Contractor's bid did not take into account certain elements of what was actually needed to meet Metro's true requirements.</b> One of these elements was redundant amplifiers (or one set for the northbound tunnel and one set for the southbound tunnel) in the various crosspassages. | Owner Design Changes | Between \$500K - \$1M         |
| CO-00153.1                | <b>Radio System - Additional Head-End Equipment: The Uplink antennas, which bring the radio signal from the underground locations, need to be relocated to another site since there were concerns raised by Metro technical staff that there could be a potential for signal interference (insufficient physical isolation) between them and the Downlink antennas, which bring the radio signal from above ground to the underground stations, since they were originally co-located at the same site. Spacing them physically apart will eliminate this potential.</b>  | Owner Design Changes | Between \$500K - \$1M         |
| CO-00173.4                | <b>Fire Rated Conduit and Cable for Tunnel Emergency Lighting:</b> Provide procurement and construction of additional wires and junction boxes for galvanized rigid conduit for emergency lighting at underground tunnels.  | Owner Design Changes | Between \$1M and \$5M         |
| CO-00176.1                | <b>Underground Station Emergency Ventilation Fan and Damper Modifications:</b> At the time of bid, galvanized steel conduit was identified in the contract to be used for all exposed work in dry areas no likely to present corrosion problems, including underground tunnels and stations. For locations where exposed conduits are located in accordance with the contract, this change allows use of products that currently pass the UL VSR (Verification of Services Report) and are expected to be UL Listed. The use of high temperature phenolic fiberglass conduit does not have the zinc compatibility issue that galvanized rigid steel has.  | Outside Agency       | Between \$500K - \$1M         |
| CO-00180.4                | <b>Cable Transmission System Update - Construction:</b> The CTS communications platform has been Synchronous Optical Network (SONET), which is a legacy communications technology. The SONET network complicates, if not prohibits critical communication paths between stations (Finite Element Method/ Electromagnetic Pulse (FEM/EMP) station to station Comms) in the event the Rail Operations Center (ROC) is unavailable. <b>Metro Engineering has elected to update the CTS to a Native Ethernet platform.</b> The change to Ethernet - facilitates implementation of a remote/backup ROC (Survivable Remote Site Telephony) and station to station communication, facilitates maintenance, future proofs the network and is cost effective.  | Owner Design Changes | Between \$1M and \$5M         |
| CO-00202                  | <b>Crenshaw Median Landscaping &amp; Maintenance:</b> Construct drought-resistant landscaping with a drip irrigation system in the median of Crenshaw Blvd., on both sides of the Light Rail Transit (LRT) Guideway within the Park Mesa Heights Area from 60th Street to Vernon Ave, in lieu of the originally designed hardscape median (striped AC pavement) per the latest revised landscape & irrigation plans & details for Segments B-2 & C.   | Owner Design Changes | Between \$1M and \$5M         |
| CO-00204                  | <b>Radio Redundancy Radio Rooms: The baseline contract documents only required open niches at UG-1 and UG-3, but Metro required that fully enclosed radio rooms be constructed to contain and secure the radio system equipment. This added scope of work is a change to the Contract.</b>  | Extra Work           | Between \$500K - \$1M         |

### B. PROFESSIONAL SERVICES CONTRACTS

| Mod/Change # | Description       | Change Type | Rough Order of Magnitude Cost |
|--------------|-------------------|-------------|-------------------------------|
|              | Nothing to report |             |                               |

### C. OTHER AGREEMENTS

| Mod/Change # | Description       | Change Type | Rough Order of Magnitude Cost |
|--------------|-------------------|-------------|-------------------------------|
|              | Nothing to report |             |                               |

## REGIONAL CONNECTOR TRANSIT PROJECT

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2018 - May 31, 2018)

| A. DESIGN BUILD CONTRACT - Contract No. C0990 - REGIONAL CONNECTOR CONSTRUCTORS |   |             |                 |               |                              |                 |
|---|---|-------------|-----------------|---------------|------------------------------|-----------------|
| Mod/Change #  | Description   | Change Type | Submission Date | Approval Date | Contractor's Proposed Amount | Approved Amount |
| MOD-00111   | Left Tunnel Boring Machine (TBM) Steel Strike Differing Site Conditions: This change resolves all remaining impacts of the differing site conditions encountered during mining of the left tunnel, including a 32 day compensable time extension. | Extra Work  | 9/18/2017       | 3/30/2018     | \$7,603,491                  | \$7,062,237     |
| MOD-00119   | Addition of Special Conditions to Cal OSHA Tunnel Classification: This change compensates the Contractor for continuous gas testers required due to Cal OSHA's revision to the Tunnel Classification for the Project.                             | Extra Work  | 9/25/2017       | 3/29/2018     | \$782,389                    | \$585,148       |
|   |   |             |                 |               |                              |                 |

| B. PROFESSIONAL SERVICES CONTRACT |                   |  |  |  |  |  |
|-----------------------------------|-------------------|--|--|--|--|--|
|                                   | Nothing to report |  |  |  |  |  |

| C. OTHER AGREEMENTS |  |             |                 |               |                              |                 |
|---------------------|--|-------------|-----------------|---------------|------------------------------|-----------------|
| Mod/Change #        | Description  | Change Type | Submission Date | Approval Date | Contractor's Proposed Amount | Approved Amount |
| N/A                 | REVISED DESIGN PARAMETERS AGREEMENT WITH TRIBUNE: Metro agreed to revise the design and construction of the 2nd/Broadway Station to accommodate Tribune's future Overbuild Structure. <b>In consideration of these revisions, Tribune agreed to pay Metro \$1,583,443.</b> | N/A         | N/A             | 3/23/2018     | N/A                          | \$1,583,443     |

## II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

### A. DESIGN BUILD CONTRACT No. C0980 - Regional Connector Constructors

| Mod/Change #     | Description   | Change Type | Rough Order of Magnitude Cost     |
|------------------|---|-------------|-----------------------------------|
| C0980-CN-00099   | REVISE 2ND/HOPE STATION PEDESTRIAN- CONSTRUCTION: Construct the 2nd/Hope Pedestrian Bridge in accordance with revised design.   | Extra Work  | Between \$1M and \$5M             |
| C0980-CN-00106.1 | REVISIONS TO METRO COMMUNICATIONS SYSTEMS: This change revises eliminates the Fujitsu Flashwave 9500 as a Metro-Furnished Good. Contractor shall procure the Optical Network switch using Native Ethernet (10GB); re-configure the existing Gold Line Eastside Cable Transmission System (CTS) to operate via the communications room at Location 61A of Division 20; and relocate the existing Little Tokyo CTS node and associated circuits to the communications room at Location 61A of Division 20.  | Extra Work  | Between \$500K and less than \$1M |
| C0980-CN-00111   | ADDITIONAL ACOUSTICAL TREATMENTS FOR AREAS NOT SPECIFIED IN THE PROJECT: Construct additional acoustical treatments in all stations beyond what was indicated in the Contract Documents. This change includes approximately 92,471 SF of additional acoustical treatments.  | Extra Work  | Between \$1M and \$5M             |
| C0980-CN-00145   | ADD WYE JUNCTION FAN PLANT - CONSTRUCTION: Construct an additional fan plant at the 1st & Alameda Junction (also referred to as the "wye") based on the following approved MODS: C0980-MOD 0033/CN 00053.2 Add "Wye" Junction Fan Plant Design Only and C0980-MOD 0087/CN-00108 Revision to Wye Junction Fan Plant Design. This work also includes the elimination of the previously designed eight tunnel booster fans with all associated mechanical, electrical and system components.   | Extra Work  | Between \$10M and \$15M           |
| C0980-CN-00148   | PLATFORM STAND-ALONE VALIDATORS: Contractor shall modify the Stations to accommodate installation of six (6) Stand-Alone Validators (SAVs) on the platforms. Provide and install communication conduit, with pull strings, from each SAV to the Train Control and Communication (TC&C ) room. Provide and install power conduit and cable, from each SAV to the East and West power panels. Provide additional 20-amp 1-pole breakers and/or reassign spare breakers as indicated. Contractor shall allow for a load of 35 Watts per SAV; Accommodate SAV base opening 6" wide by 4" deep for power and communication conduits; Metro will furnish and install SAVs in a similar manner as for other UFS equipment. | Extra Work  | Between \$500K and less than \$1M |
| C0980-CN-00158   | 2ND AND BROADWAY STATION REVISED OVERBUILD DESIGN PARAMETERS (CONSTRUCTION): Contractor shall provide all necessary labor, materials, and supervision to redesign various components of the 2nd and Broadway Station, and to design and construct an overbuild load transfer system in accordance with the Revised Overbuild Loading Parameters to accommodate future development by Tribune, including relocation of the emergency stairways, ventilation shafts/ducts and other elements as needed to accommodate the Overbuild Structure Load Transfer System.   | Extra Work  | Between \$1M and \$5M             |
| C0980-CN-00161   | FLOWER STREET TRAFFIC CONTROL FOR DWP CABLE PULLING: Contractor shall provide all traffic control for DWP cable pulling activities for relocated power utilities at 6th and Flower.   | Extra Work  | Between \$500K and less than \$1M |

### B. PROFESSIONAL SERVICES CONTRACTS

|  |                   |  |  |
|--|-------------------|--|--|
|  | Nothing to report |  |  |
|--|-------------------|--|--|

### C. OTHER AGREEMENTS

| Mod/Change # | Description  | Change Type | Rough Order of Magnitude Cost |
|--------------|--|-------------|-------------------------------|
| N/A          | EXTENSION OF MANGROVE LEASE WITH CITY OF LOS ANGELES | N/A         | Between \$10M and \$15M       |
| N/A          | PERMANENT EASEMENT FOR FAN PLANT AT MANGROVE         | N/A         | Between \$1M and \$5M         |

## WESTSIDE PURPLE LINE EXTENSION - SECTION 1 PROJECT

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2018 - May 31, 2018)

#### A. DESIGN BUILD CONTRACT No. C1078 - CLARK CONSTRUCTION GROUP

| MOD/CHANGE # | Description  | Change Type                 | Submission Date | Approval Date | Contractor's Proposed Amount | Approved Amount |
|--------------|--|-----------------------------|-----------------|---------------|------------------------------|-----------------|
| MOD-11       | Schedule Impacts from Arcadis Work (includes Chalmers Impacts): Change to accommodate construction schedule extension due to site impacts. | Delay of Work (Compensable) | 11/21/2016      | 3/5/2018      | \$ 2,408,228.00              | \$ 2,187,476.00 |

#### B. PROFESSIONAL SERVICES CONTRACT

|  |                   |  |  |  |  |  |
|--|-------------------|--|--|--|--|--|
|  | Nothing to Report |  |  |  |  |  |
|--|-------------------|--|--|--|--|--|

#### C. OTHER AGREEMENTS

|  |                   |  |  |  |  |  |
|--|-------------------|--|--|--|--|--|
|  | Nothing to Report |  |  |  |  |  |
|--|-------------------|--|--|--|--|--|

### II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

#### A. DESIGN BUILD CONTRACT No. C1045 - SKANSKA-TRAYLOR-SHEA, A JOINT VENTURE

| Mod/Change # | Description  | Change Type          | Approved Amount       |
|--------------|--|----------------------|-----------------------|
| CN-42.3      | <u>Radio Subsystem Redundancy</u> : Procure and install a complete switching network to allow failover switching on Westside Purple Line Extension (WPLE) Sections 1 and 2 including redundancy of the radio system. Metro has revised the radio system to avoid a Single Point of Failure of the primary radio system.  | Owner Design Changes | Between \$500K - \$1M |
| CN-43.4      | <u>Isolate Track Circuits at Wilshire</u> : Design, construct, install and test new Audio Frequency (AF) Track Circuit equipment at Wilshire/Western. This new equipment will be isolated from the existing track circuit equipment. This change is issued to avoid potential safety issues related to failures of track circuits due to equipment between different manufactures, when placed into service. | Safety Conditions    | Between \$500K - \$1M |
| CN-56        | <u>Implement CoBH MoA</u> : This Change will compensate the Design-Build Contractor for revised work hours, holiday schedule and additional mitigation measures required by the Memorandum of Understanding (MOA). Work is currently being performed under the terms of the MOA with the City of Beverly Hills (CoBH).   | Extra Work           | More than \$15M       |
| CN-63        | <u>La Brea - Additional Instrumentation Requested by BOE</u> : Provides new/revised criteria that the Contactor must now use for the design and evaluation of the Support of Excavation (SOE) for the Wilshire/La Brea Station. Given the larger than expected settlement predictions, LABOE has requested additional instrumentation to be installed.   | Extra Work           | Between \$1M - \$5M   |
| CN-64.1      | <u>La Brea - Impacts from Metro SOE Deviation Request</u> : Provides new/revised criteria that the Contactor must now use for the design and evaluation of the Support of Excavation (SOE) for the Wilshire/La Brea Station.   | Extra Work           | Between \$500K - \$1M |
| CN-65.1      | <u>Fairfax - Impacts from Metro SOE Deviation Request</u> : Provides new/revised criteria that the Contactor must now use for the design and evaluation of the Support of Excavation (SOE) for the Wilshire/Fairfax Station.   | Extra Work           | Between \$500K - \$1M |
| CN-66        | <u>La Brea - Additional Dewatering Treatment and Discharge Costs</u> : The Contractor has encountered two different 'Differing Site Conditions' (DSC) that have resulted in additional costs to operate and maintain the dewatering systems.   | Extra Work           | Between \$1M - \$5M   |
| CN-67.1      | <u>Tactile Guidance: Construction and Plaza Material Change</u> : This change was requested by Metro Systemwide Planning in coordination with Metro Americans Disabilities Act (ADA). Two tone tiles to be installed at all three stations to ensure sufficient contrast to meet ADA requirements.   | Extra Work           | Between \$500K - \$1M |
| CN-68        | <u>Increased Ventilation of Station Ancillary Rooms</u> : Change to increase the ventilation requirements at the station stairs and corridor areas to accommodate surrounding soils.   | Owner Design Changes | Between \$1M - \$5M   |
| CN-72.1      | <u>Stations - Art Related Changes</u> : Installation of Light-Emitting Diode (LED) lighting at the plaza level (edge of the art glass) to reduce the foot-candle requirements and art area. This change will reduce the cost of installation and Storage of Work.  | Deletion of Work     | Between \$500K - \$1M |

|         |  |                      |                       |
|---------|--|----------------------|-----------------------|
| CN-77.1 | <u>Additional Interpretation for Building Settlement - Project Wide</u> : The additional instrumentation required by Metro and LABOE will require additional reporting and analysis by the contractor. This change will accommodate the additional analysis and reporting.   | Extra Work           | Between \$1M - \$5M   |
| CN-78.1 | <u>Fairfax - DWP Ductbank Conflicts with Deck Beams</u> : The location of LADWP ductbanks at Wilshire/Fairfax Station were higher than indicated on the as-built drawings. This change accommodates the mitigation efforts needed to remediate the higher ductbank.  | Extra Work           | Between \$500K - \$1M |
| CN-79   | <u>Western - Property Status Change (Fee to Temporary Construction Easement (TCE)) Impacts, Parcel W-0103</u> : Accommodates the change in parcel handoff 'status from a 'Fee Take' to a 'TCE'.  | Extra Work           | Between \$500K - \$1M |
| CN-83   | <u>Western - Additional Dewatering and Treatment</u> : To accommodate the higher than expected groundwater inflows experienced at the Wilshire/Western shaft.  | Extra Work           | Between \$1M - \$5M   |
| CN-84   | <u>Western – Impacts from Metro SOE Deviation Request</u> : Provides new/revised criteria that the Contactor must now use for the design and evaluation of the Support of Excavation (SOE) for the Wilshire/Western Retrieval Shaft.   | Extra Work           | Between \$500K - \$1M |
| CN-85   | <u>La Brea - BOE Additional Utility Hanging Requirements</u> : Accommodates additional utility supports required by LABOE for the Sewer and Storm Drain Lines at the Wilshire/La Brea Station.   | Extra Work           | Between \$500K - \$1M |
| CN-87   | <u>La Brea - Bracing Impacts due to DWP ductbank (ECI-004)</u> : Accommodates the re-installation of four struts at Wilshire/La Brea Station due to conflicts with the existing electrical ductbanks.  | Extra Work           | Between \$1M - \$5M   |
| CN-93   | <u>La Brea - Center Access Shaft - Design and Construction Costs (incl ECI-003)</u> : Construction of a central muck shaft on Wilshire Blvd at La Brea Station to help increase station excavation rates and facilitate material placement.  | Extra Work           | Between \$500K - \$1M |
| CN-102  | <u>Golder Gas Investigation and Report</u> : Change to accommodate additional Geotechnical field work, analysis and investigation.   | Extra Work           | Between \$500K - \$1M |
| CN-105  | <u>Track Crossovers - Shop Drawings and Associated Track Components (Dsgn+ Const Delta)</u> : Metro provided the contractor a revised geometry, along with new requirements, for the fully guarded track crossover. This Change Notice (CN) allows the contractor to bring on-board a special trackwork manufacturer to complete the detailed shop drawings required to install this component of work. It also includes the additional materials, installation and construction (outside the base scope of work) required to install the crossover. | Owner Design Changes | Between \$1M - \$5M   |
| TBD     | <u>Oil Well Horizontal Investigation in lieu of TBM Probe-ahead</u> : Change to accommodate horizontal directional drilling to locate abandoned oil wells.   | TBD                  | Between \$1M - \$5M   |
| TBD     | <u>La Cienega SCE Line (N-S) at Hamilton Dr. to Remain</u>   | TBD                  | Between \$1M - \$5M   |
| TBD     | <u>La Brea - Alternate Grounding - Tie Grid to Piles (Ltr 450)</u>   | TBD                  | Between \$1M - \$5M   |

**DESIGN BUILD CONTRACT No. C1078 - CLARK CONSTRUCTION GROUP**

| Mod/Change # | Description  | Change Type | Rough Order of Magnitude Cost |
|--------------|--|-------------|-------------------------------|
| CN-16        | <u>Install Street Lights Both Sides, Trees and Drip Irrigation</u> : Site restoration in accordance with LABOE requirements. | Extra Work  | Between \$500K - \$1M         |

**B. PROFESSIONAL SERVICES CONTRACTS**

|  |                   |  |  |
|--|-------------------|--|--|
|  | Nothing to Report |  |  |
|--|-------------------|--|--|

**C. OTHER AGREEMENTS**

|  |                   |  |  |
|--|-------------------|--|--|
|  | Nothing to Report |  |  |
|--|-------------------|--|--|



## WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2018 - May 31, 2018)

| <b>A. DESIGN BUILD CONTRACT No. C1120 -TUTOR PERINI-O &amp; G (TPOG)</b> |  |                      |                 |               |                              |                 |
|--|--|----------------------|-----------------|---------------|------------------------------|-----------------|
| Mod/Change #   | Description  | Change Type          | Submission Date | Approval Date | Contractor's Proposed Amount | Approved Amount |
| MOD-00010  | <p>Worksite Traffic Control for SCG &amp; AT&amp;T Advanced Utility Relocation (AUR): Southern California Gas (SCG) and AT&amp;T are scheduled to perform AUR simultaneously and within close proximity of each other. The Project's master schedule assumes each utility will provide its own traffic control. However, the overlap in traffic control areas may cause conflicts, and both utilities are concerned that one utility's traffic control efforts may interfere with the other's work. To mitigate this and to expedite the work, both utilities have agreed to allow the C1120 Contractor (TPOG) to provide overall traffic control. WSP has designed the traffic control plans and obtained City of Beverly Hills approval, and TPOG will implement the traffic control plans per WSP's design. Initially processed as a Unilateral CO-2, approved 01/26/2018.</p>  | Extra Work           | 5/2/2018        | 5/18/2018     | \$3,931,012                  | \$3,650,000     |
| MOD-00011  | <p>Temporary K-Rail Noise Barrier AUR Work: This scope of work supplements MOD-0010 by altering the type of panel fitted to the K-rails from chain link to a sound panel design in order to meet City of Beverly Hills' requirements of the to use the panels for Public Information Graphics.</p>   | Extra Work           | 5/4/2018        | 5/18/2018     | \$1,033,914                  | \$978,982       |
| MOD-00012  | <p>Oil Line Abatement at Launch Box Century City Constellation Station (CCCS): Metro had included the removal of the abandoned oil pipelines under the C1120 Contract. However, asbestos containing insulation materials were found surrounding the inner (product) pipes during initial work performed for the Advanced Utility Relocation. This asbestos containing material surrounding the inner product pipe was not anticipated during the design stage.</p>   | Extra Work           | 5/8/2018        | 5/18/2018     | \$801,420                    | \$757,306       |
| CO-00003   | <p>Century City Constellation Station: Main Entrance (Design): Information regarding the main entrance at the Century City Constellation Station that was provided in the Contract Documents at the time of the RFP was based on a standard entrance configuration on the property at 1950 Avenue of the Stars in the location given in the Final EIS/EIR. The property owner was known to be planning a development, but hadn't informed Metro of its final configuration. Since then, the property owner has begun planning for its development and has been working with Metro to coordinate a station entrance that supports both the needs of the Project and the development. That coordination resulted in issuance of CN-3 in June 2017. Subsequently, the developer revised its plan necessitating changes to the proposed station entrance configuration for coordination purposes. In addition to reconfiguring the main entrance, the appendages associated with the east ancillary module that were located on 1950 Avenue of the Stars have also been reconfigured to better manage the special constraints of the development footprint of the site.</p> <p><b>Metro issued this Unilateral Change on 02/02/2018 to formally direct the Contractor to commence work and invoice for work performed while both parties continue evaluating the Scope of Work and continue negotiations. Once the Scope of Work and pricing is agreed upon, Metro intends to issue a Contract Modification.</b></p> | Owner Design Changes | N/A             | N/A           | N/A                          | \$983,114       |

### B. PROFESSIONAL SERVICES CONTRACT

|                   |  |  |  |  |  |  |
|-------------------|--|--|--|--|--|--|
| Nothing to report |  |  |  |  |  |  |
|-------------------|--|--|--|--|--|--|

### C. OTHER AGREEMENTS

|                   |  |  |  |  |  |  |
|-------------------|--|--|--|--|--|--|
| Nothing to report |  |  |  |  |  |  |
|-------------------|--|--|--|--|--|--|

**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K**

**A. DESIGN BUILD CONTRACT No. C1120 -TUTOR PERINI-O & G (TPOG)**

| Mod/Change # | Description  | Change Type | Rough Order of Magnitude Cost |
|--------------|--|-------------|-------------------------------|
| CN-14.0      | Field Office Tenant Improvements at Former AAA Building (1950 Century Park East): The Project acquired the property located at 1950 Century Park East which was owned by the Automobile Club of Southern California ("AAA"). The office building will be used by the construction management team as its field office during the period of construction, as such, it will require tenant improvements to accommodate the team. | Extra Work  | Between \$1 and \$5 Million   |

**B. PROFESSIONAL SERVICES CONTRACTS**

| Mod/Change #  | Description   | Change Type | Rough Order of Magnitude Cost      |
|---|---|-------------|------------------------------------|
| Design Support Services During Construction Contract No. PS43502000 - WSP               |   |             |                                    |
| MOD-00066   | Continuation of Design Support Services During Construction | Extra Work  | Technical Analysis being performed |
| Construction Management Support Services Contract No. MC072 - Purple Line 2 CM Partners |   |             |                                    |
| MOD-00001   | Continuation of Design Support Services During Construction | Extra Work  | Technical Analysis being performed |

**C. OTHER AGREEMENTS**

|  |                   |  |  |
|--|-------------------|--|--|
|  | Nothing to report |  |  |
|--|-------------------|--|--|

## METRO BLUE LINE SIGNAL SYSTEM REHABILITATION

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2018 - May 31, 2018)

|  |                   |  |  |  |  |  |
|--|-------------------|--|--|--|--|--|
| <b>A. DESIGN BUILD CONTRACT</b>          |                   |  |  |  |  |  |
|  | Nothing to Report |  |  |  |  |  |
| <b>B. PROFESSIONAL SERVICES CONTRACT</b> |                   |  |  |  |  |  |
|  | Nothing to Report |  |  |  |  |  |
| <b>C. OTHER AGREEMENTS</b>               |                   |  |  |  |  |  |
|  | Nothing to Report |  |  |  |  |  |

### II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

| <b>A. DESIGN BUILD CONTRACT No. C1081 - MASS ELECTRIC CONSTRUCTION COMPANY</b> |   |             |                                |
|--|---|-------------|--------------------------------|
| Mod/Change #   | DESCRIPTION   | Change Type | Rough Order of Magnitude Cost  |
| CN002  | <u>Non-Vital Relays Replacements and Implementations of the Aspect Configurations -</u><br>This CN is for modifications on the Train Control scope to include the replacement of the existing non-vital relays for the existing interlockings and to complete the aspect configurations modifications for the entire Blue Line. Contract Documents Affected:<br>Scope Modifications to Section 01 11 00 Scope of Work<br>Drawings Nos. TC-100 thru TC-1 20 and TC-122 thru TC-140   | Extra Work  | Between \$1M and \$5 Million   |
| CN003  | <u>OCS Work Scope in Los Angeles Central Business District –</u><br>This CN is for Modifications on the Overhead Catenary System (OCS) scope to include:<br>1) The replacement of the contact wire(s) for the MBL/Expo Junction<br>2) Lowering of the conductor wire at Flower Venice crossing<br>3) Replace existing OCS under the 1-10 structure to overhead contact rail (OCR)<br>The Los Angeles Central Business District (CBD) from intersection of Flower and Venice to the intersection of Flower/18th Street and the MBL/Expo Junction | Extra Work  | Between \$500K and \$1 Million |
| CN004<br>(Cancelled and to be removed from next report)                        | <u>Fire Suppression in the New Train Control Bungalows –</u><br>This CN is for Modifications on the Train Control Scope to include the installation of the clean agent fire suppression system in the new train control bungalows. Documents affected:<br>Scope Modifications to Section 01 11 00 of the Scope of Work, Subsection 1.03.A.3   | Extra Work  | Between \$500K and \$1 Million |
| CN005<br>(CN number not yet formally assigned)                                 | <u>Solution to Discrepancies between Service Drawings and As-Builts -</u><br>This CN is in response to RFI 16. At new Slauson interlocking, Mass Electric noticed Florence interlocking has discrepancies between the as-in service drawings located in the train control and communication bungalow, and the as-built control lines.<br>Scope Modifications to Section 01 11 00 Scope of Work  | Extra Work  | Between \$1M and \$5 Million   |

|   |                   |  |  |  |  |  |
|---|-------------------|--|--|--|--|--|
| <b>B. PROFESSIONAL SERVICES CONTRACTS</b> |                   |  |  |  |  |  |
|   | Nothing to Report |  |  |  |  |  |

|                            |                   |  |  |  |  |  |
|----------------------------|-------------------|--|--|--|--|--|
| <b>C. OTHER AGREEMENTS</b> |                   |  |  |  |  |  |
|                            | Nothing to Report |  |  |  |  |  |

## WILLOWBROOK ROSA PARKS STATION IMPROVEMENT PROJECT

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (March 1, 2018 - May 31, 2018)

|                                     |                   |  |  |  |  |  |
|-------------------------------------|-------------------|--|--|--|--|--|
| <b>A. DESIGN-BID-BUILD CONTRACT</b> |                   |  |  |  |  |  |
|                                     | Nothing to report |  |  |  |  |  |

|  |                   |  |  |  |  |  |
|--|-------------------|--|--|--|--|--|
| <b>B. PROFESSIONAL SERVICES CONTRACT</b> |                   |  |  |  |  |  |
|  | Nothing to report |  |  |  |  |  |

|                            |                   |  |  |  |  |  |
|----------------------------|-------------------|--|--|--|--|--|
| <b>C. OTHER AGREEMENTS</b> |                   |  |  |  |  |  |
|                            | Nothing to report |  |  |  |  |  |

### II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K

| <b>A. DESIGN-BID-BUILD CONTRACT No. C1157 - ACCESS PACIFIC</b> |   |                  |                                     |  |
|--|---|------------------|-------------------------------------|--|
| Mod/Change #   | DESCRIPTION   | Change Type      | Rough Order of Magnitude Cost       |  |
| CN001  | Deletion of Elevator –<br>This CN is to delete the one elevator in the scope of work from the scope of work. This CN is to delete the elevator scope from the Package E (Early Start) scope contract. With the elevators a central part of the Blue Line Improvements at Willowbrook Rosa Parks project, the project team along with the Package E Contractor agreed that the scope should be in the separate Package C contract – which will carry the bulk of the station improvement work. In addition, with the tight schedule of the Blue Line shut down, this elevator work would have caused significant logistic and scheduling difficulties if this scope were to remain in the original Early Start contract. | Deletion of Work | Credit Between \$1M and \$5 Million |  |

|   |                   |  |  |  |
|---|-------------------|--|--|--|
| <b>B. PROFESSIONAL SERVICES CONTRACTS</b> |                   |  |  |  |
|   | Nothing to report |  |  |  |

|                            |                   |  |  |  |
|----------------------------|-------------------|--|--|--|
| <b>C. OTHER AGREEMENTS</b> |                   |  |  |  |
|                            | Nothing to report |  |  |  |