

# Office Of Inspector General Construction Change Order Spot Check Report

Presented By

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# Spot Check Costs

## Summary of Selected Change Order Costs

Four OIG spot checks of Change Orders / Modifications reported

### **1 Change Order for Crenshaw/LAX**

❖ Update Station Customer Signage, Construction = \$1,813,970

### **2 Change Order for Crenshaw/LAX**

❖ LADWP and COI New Water Service Connections = \$1,978,937

### **3 Change Order for Purple Line Section 1**

❖ La Cienega Dewatering = \$16,841,067

### **4 Change Order for Purple Line Section 1**

❖ Geotechnical Instrumentation –  
Revise Geotechnical Contingency Plan and Reporting = \$4,158,687

# Spot Check Schedule Comparison

Schedule Comparison: new delegated process vs. former Board approval process

PROJECT	Title of Change Order	Time Saved Executed date to Board Mtg.	NEW Delegated Process final SOW to Executed date	Former Board Approval Process
CRENSHAW	Update Station Customer Signage, Construction	52	25	77
CRENSHAW	LADWP and COI New Water Service Connections	49	8	57
WESTSIDE PURPLE LINE SECT 1	La Cienega Dewatering	19	26	45
WESTSIDE PURPLE LINE SECT 1	Geotechnical Instrumentation – Revise Geotechnical Contingency Plan and Reporting	49	16	65

# Spot Check Recommendations

File #  
2019-0689

#1  
Crenshaw  
Update  
Station  
Signage,  
ADA

The Metro RDC was updated with 2010 ADA Standards for Accessible Design later, and after the release and execution of the Crenshaw contract. When new standards are issued all request for proposal specifications pending after that date should be reviewed for correction before release when possible.

For request for proposals released between 2010 and 2014,(when we changed the specification and Metro RDC) the OIG recommends immediate evaluation to determine if they were also awarded based on the old pre 2010 standards to determine whether their projects might be similarly impacted.

#3  
Purple Line  
Sect. 1  
La Cienega  
Dewatering

The Geotechnical Baseline Report stated that the ground conditions would permit drainage of water. The OIG questions if the consultant who developed the Geotechnical Baseline Report properly interpreted the boring data. Investigation is warranted to determine if the report accurately reflects the data.

The OIG recommends recovering part of the cost, if the investigation demonstrates that the report was erroneous. The OIG further recommends future Geotechnical Baseline Reports should include interpretation of the borings to determine within a 95% confidence level the nature of the underlying soil and the location of the water table.

#4  
Purple Line  
Sect. 1 Revise  
Geotechnical  
Contingency  
Plan &  
Reporting

The OIG recommends if Metro believes this change order is a betterment, then Metro should complete the new “Potential Notice of Betterment” form, submit a copy to LABOE and retain a copy for negotiations at the end of the contract if not sooner. This means Metro would move forward at LABOE expense. Going forward, this “Potential Notice of Betterment” form should be completed when applicable and submitted to the LABOE prior to agreeing to move forward, thus allowing the LABOE to make the decision if the betterment is truly necessary.

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Construction Committee

Los Angeles County Metropolitan Transportation Authority

