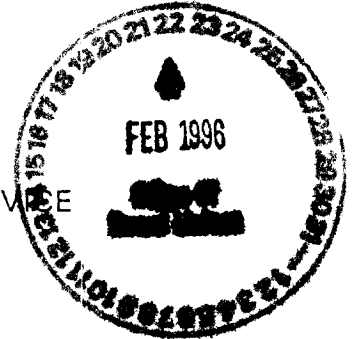




February 15, 1996

Los Angeles County  
Metropolitan  
Transportation  
Authority

TO: MTA BOARD OF DIRECTORS  
FROM: STANLEY G. PHERNAMBUCO  
SUBJECT: STATUS OF PROPOSED PROFESSIONAL SERVICE  
CONTRACT CHANGES OVER \$200,000



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### ISSUE

This monthly Board Box Item provides an advisory report to the Board which previews unexecuted professional service contract changes which may exceed \$200,000. For the period ending February 15, 1996, eight professional service contract changes have been identified as having a potential to exceed \$200,000.

### BACKGROUND

Since delegation of authority to staff for the execution of professional service contract changes under \$200,000, the Board has been provided regular status reports on pending professional services contract changes which may exceed staff's authority. On November 19, 1992, this reporting requirement was defined to be only those changes which have not been previously reported to the Board.

Pasadena Blue Line

STATUS OF PROPOSED PROFESSIONAL SERVICE CONTRACT 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: 02/15/96

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

R05	463.00	THIRD-PARTY REQUESTED CHANGES (ECRS 3, 5, 5D, 6, 8A, 13, C6390)	CAN UNDER REVIEW	200K - 500K	NO \$0.00
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EXTRA/ADDITIONAL WORK REQUESTED BY LACMTA

WHO IDENTIFIED:  
MTA

WHAT:

*This CCR includes ECRs 3, 5, 5D, 6, 8A and 13 for contract C6390 for out-of-scope changes required by outside agencies and other third parties. These requirements were addressed, solved and implemented by changes to the contract documents and specifications which were at a 70 percent level of design at that time.*

*The outside agencies and third parties involved are: L.A. Dept. of Transportation; L.A. Dept. of Transportation (Signal Design); L.A. Cultural Heritage Commission; L.A. Bureau of Street Lighting; Catellus Development Corporation.*

ECR No. 3

*MTA agreed to the design of an upper level roadway near Union Station requested by Catellus Development Corporation. Due to this change, the track profile had to be raised by six feet (±), which resulted in major structural changes, such as additional spans, bents, relocation of abutment, revision of retaining walls, grading and drainage.*

ECR No. 5 and 5D

*MTA directed EMC to conduct additional studies not budgeted in the original scope of work. These included:*

*Required by LADOT: Traffic circulation layouts and widening of sidewalk on College Street; construction staging and Work Site Traffic Control plans; new traffic drawings using the revised LADOT drafting criteria (the C6390 Pre-Final submittal had been completed using the MTA criteria).*

*Required by LABSL: New drawings for a second (unbudgeted) traffic control plan including temporary relocation of traffic signal/street light pole and temporary street lighting; new drawing of unsignalized intersections and mid-block sections.*

ECR No. 6

*The preliminary drawings showed outboard walkways at the north and south retaining wall*

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sections pending approval of the placement of special trackwork. MTA initiated an ECR to change special trackwork sections. This change moves the outboard walkways to inside walkways at the north and south retaining walls.

ECR No. 8A

The original scope of work excluded grading and drainage design beyond road areas. This task includes designing a storm water collection system for the road areas at the north and south end retaining wall structures. New drawings were required for establishing elevations, grades and details to intercept and direct surface runoff to a proper disposal facility.

ECR No. 13

MTA directed EMC to comply with the Cultural Heritage Commission (CHC) preservation requirements for Bruno St. which was identified as a Los Angeles City Historic Monument because of its historic granite pavers. The section designer prepared drawings for the rehabilitation of these pavers in order to comply with city requirements. This work was out-of-scope for the section designer and EMC.

The total actual labor hours for this CCR were 1,104 at the cost of \$99,859.00 for EMC and 2,751 labor hours at the cost of \$203,374.00 for the subconsultant.

JUSTIFICATION:

These changes were out-of-scope work required by outside agencies such as L.A. Department of Transportation (Signal Design), L.A. Bureau of Engineering, L.A. Bureau of Street Lighting, L.A. Cultural Heritage Commission and Catellus Development Corporation. These changes were required to obtain the necessary permits and approvals from these third parties.

COST IMPACTS:

This change is within the R05 Project budget. There is no cost recovery potential.

R05	467.00	(C6410) ART-IN-TRANSIT PROGRAM AND ENHANCEMENTS REQUESTED BY MTA (ECR'S #1 & 2)	CAN UNDER REVIEW	200K - 500K	NO \$0.00
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The Section Designer's Final Design scope of work, as negotiated and approved on January 28, 1993, did not include hours for the nine new Preliminary design concepts or the additional

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**STATUS OF PROPOSED PROFESSIONAL SERVICE CONTRACT CHANGES OVER \$200,000**

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*contract document drawings required for the new bridge design.*

**COST IMPACTS**

*This work was performed within the R05 Project budget. There is no cost recovery potential.*

Negotiation Record: LAA's Contract was amended on August 24, 1993 to increase the initial contract amount under Work Order No. 1 from \$1,089,667 to \$1,201,722.

R05	469.00	ALIGNMENT CHANGES AND REQUIRED CPUC EXHIBITS FOR C6420 (ECR'S 3, 5, 6, 7)	CAN UNDER REVIEW	200K - 500K	NO \$0.00
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EXTRA/ADDITIONAL WORK REQUESTED BY LACMTA

**WHO IDENTIFIED:**  
MTA

**WHAT**

*This CCR combines four ECR's for Contract C6420: ECR #6 identifies a series of major changes to the alignment plan and profile; ECR's 3, 5, and 7 identify out-of-scope work added to the Section Designer's contract to prepare CPUC exhibits.*

*ECR no. 6 involves track alignment revisions made by the Section Designer after the In-progress drawings for C6420 had been submitted. These changes included: revisions required because of inaccurate late right-of-way data supplied by Santa Fe Railroad; delay in MTA Board approval of Station Designers' contracts resulting in late changes to the line segment contracts; SEIR changes for the Marmion/Figueroa Grade separation and Marmion Way corridor; and alignment changes for the Glendale Connector.*

*ECR's nos. 3, 5, and 7: ECR 3 was the preparation of a typical grade design developed for CPUC review prior to the preparation of all remaining grade crossing exhibits required for CPUC approval. After this test case was analyzed and approved by the CPUC, the Section Designer prepared 22 CPUC exhibits as ECR 5 and three exhibits as ECR 7, for Contract C6420.*

*The total actual labor hours spent in this CCR were 4014 hours at a cost of \$311,309. The breakdown of labor hours is 664 hours at a cost of \$63,484 for EMC and 3,350 hours at a cost of \$247,825 for the Section Designer.*

**JUSTIFICATION**

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Pasadena Blue Line

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(ECRS 1, 2, & 4)

EXTRA/ADDITIONAL WORK REQUESTED BY LACMTA

WHO IDENTIFIED:  
MTA

WHAT

*This CCR combines the out-of-scope work for three ECRs for Contract C6440:*

*ECR No. 1 involves out-of-scope changes to the track alignment made by the Section Designer after the In-Progress submittal for the C6440 contract. These changes were required because of late, inaccurate right-of-way records supplied by the Sante Fe Railroad; a new design was required for sound and retaining walls because of changes to the alignment records due to inaccurate Sante Fe right-of-way. Also included is new out-of-scope work for design service roads per agreements between SCE and MTA project staff, established when the C6440 contract drawings were at a 60% level of design.*

*ECR No. 2 addresses out-of-scope work for Mission Station. At the C6440 Final Design In-Progress submittal, the station was changed from the center platform layout of the baseline Preliminary Engineering to a side platform staggered, with on-curved track alignment. This change was requested by the City of South Pasadena and authorized by the MTA in Design Policy Directive R05-11.*

*ECR No. 4 was the preparation of CPUC exhibits required at 20-grade crossings. Each crossing required two drawings. Exhibit A consists of Vicinity and Location Maps while Exhibit B consists of the plan of intersection including traffic details, gate location and details, and where applicable, signalization with a phasing diagram and incorporation of CPUC comments upon completion of their review.*

*This CCR requests a total of 5,508 labor hours for this CCR at the cost of \$456,109. EMC's portion is 994 hours for \$94,888 while the Section Designer's participation is 4,514 for \$361,221.*

JUSTIFICATION

*ECR No. 1: These out-of-scope changes to the alignment were required after the C6440 baseline contract documents had been developed to a 60%, In-Progress level based on "As-Built" right-of-way from which Sante Fe was later found to be inaccurate. Agreement between the MTA and the SCE also generated new out-of-scope work effort.*

*ECR No. 2: The changes to Mission Station were generated at the In-Progress review by the City of South Pasadena. Their plans were to develop business centers on each side of the station and therefore allow entry into the station from either side. This was finally agreed to by*

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METRO SYSTEM

Pasadena Blue Line

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*the MTA project staff after a series of scope meetings held between the MTA, South Pasadena, and the EMC.*

ECR No. 4: *The hours to prepare CPUC grade crossing exhibits had been deleted by the MTA during the Final Design negotiations, and there was no budget for either EMC nor the Section Designer to accomplish this work. During the Final Design phase, the MTA requested that the Section Designer, Benito Sinclair, prepare these CPUC exhibits for the C6440 contracts.*

**COST IMPACTS**

*This change is within the R05 Project budget. There is no cost recovery potential.*

R05	472.00	(C6460) CALTRANS REQUESTED SEISMIC RETROFIT PS&E DRAWINGS FOR EIGHT UNDERPASS STRUCTURES (ECR #1)	CAN UNDER REVIEW	200K - 500K	NO \$0.00
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*EXTRA/ADDITIONAL WORK REQUESTED BY LACMTA*

**WHO IDENTIFIED:**  
*MTA Pasadena Blue Line Project Manager*

**WHAT:**

*This CCR provides for EMC and its subconsultant, Centennial Engineering, Inc. (CEI) to prepare Plans, Specifications and Engineers' Estimates (PS&E) documents for eight Interstate 210 Freeway Underpass structures. These structures were required to be retrofitted to carry two Pasadena Blue Line (PBL) tracks and to incorporate the Seismic Retrofit Strategy changes approved by CALTRANS in the meeting held in Sacramento on August 17 & 18, 1993 and in accordance with the Type Selection/Retrofit strategy report #3 of September 1, 1993.*

*The scope of work includes preparation of Plans, Specifications and Engineers' Estimates for the following eight Underpass structures:*

1. Hill Avenue Underpass
2. Sierra Bonita Avenue Underpass
3. Craig Avenue Underpass
4. Altadena Drive Underpass
5. Sierra madre Boulevard Underpass
6. Sunny Slope Avenue Underpass
7. Foothill Boulevard Underpass
8. Navy Street Overhead.

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Pasadena Blue Line

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*The scope includes preparing PS&E documents and establishing proper coordination with CALTRANS and Parsons Brinckerhoff(PBQ&D)-Sacramento. The PBQ&D-Sacramento office was preparing PS&E documents for Madre Street Underpass and providing liaison services between EMC, CEI and CALTRANS.*

*The total actual labor hours for this CCR were 2,545 in the amount of \$204,524. The breakdown of labor hours is 980 EMC at a cost of \$87,769 and 1,545 Subconsultants at a cost of \$116,755.*

**JUSTIFICATION:**

*On matters relating to seismic upgrading of Caltrans structures, the engineering budget process is as follows:*

*1) The baseline budget established in the PIP includes development of type selection and retrofit strategy reports (this work includes identification and structural analysis of specific bridges to determine retrofit design needs).*

*2) Reviews of these analysis are preformed with Caltrans and the need for redesign and the specific design approvals is agreed to and authorized by MTA. This effort is included in the base budget.*

*3) The potential redesigning that could arise out of this analysis process is not included in the baseline budget since it is completely undetermined at that time. The retrofit design is then treated as a change to the budget.*

*These budget arrangements between MTA and EMC and between EMC and design consultants are exactly the same.*

*It is inherent in the nature of issues of seismic retrofit work on any structure under the authority of Caltrans that Caltrans concurrence/approval is mandatory and that Caltrans seismic requirements must be met. This decision is not at the option of MTA, nor is an alternate means of meeting the requirements available. The precise design required is only determined after an analysis. The analysis and the resultant technical conclusions are an anticipated part of the normal design development process. Concurrence by MTA in retrofit strategies presented at type selection/retrofit strategy meetings is required and validates the previously unknown work as out of scope.*

**COST IMPACTS:**

*The change is within the R05 Project budget. There is no cost recovery potential.*

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Pasadena Blue Line

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TOTAL CONTRACT E0070 > \$200K : 72 CAN(s)					

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Metro Green Line

STATUS OF PROPOSED PROFESSIONAL SERVICE CONTRACT CHANGES OVER \$200,000

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PROFESSIONAL SERVICES CONTRACT NO.: MC008, O'BRIEN KREITZBERG ASSOCIATES

R23	46.00	MANAGEMENT OF AUTOMATIC TRAIN CONTROL (H1100) CONTRACT THROUGH DECEMBER 1999	CAN UNDER REVIEW	1 - 5 MILLION	YES \$100,000.00
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EXTRA/ADDITIONAL WORK REQUESTED BY LACMTA

WHO IDENTIFIED:

MTA

WHAT

Extend the O'Brien-Kreitzberg & Associates (OKA) MC008 Construction Management (CM) contract to manage the Automated Train Control (H1100) contract to complete Phase II and support Phase III from February 1996 through December 1999.

JUSTIFICATION

The MTA estimates the Automatic Train Control (H1100) contract will be complete in December 1999 following delivery, testing, acceptance and installation of the the car born Train Control package in the P2000 Light Rail Vehicles (LRV). This Phase III extension of the train control contract completes the original intent of H1100 and provides for higher performance operation of the MGL then now exists with P2020 LRV's. In addition to the delivery of train control car equipment for the new vehicles, H1100 includes modifications at the Central Control Facility (CCF) and additional wayside equipment required to improve train communication and not yet scheduled for installation.

OKA's Construction Management (CM) of this contract is scheduled to end in February, 1996 and because of this the resident engineer will be required to partially close out the contract before the contractor completes its work. This set of circumstances leaves a CM gap of more than two years with some Phase II work pending and a large amount of Phase III work to be managed after OKA's contract ends. The previous plan was to accomplish the CM work in-house and to close out the CM contract with OKA which was somewhat ambitious. This was feasible due to the availability of experienced MTA staff with in-depth knowledge of the contract terms, conditions and history. However the key MTA player has accepted a position elsewhere and other knowledgeable staff was assigned other duties. The best path forward under these conditions is to retain the specific OKA personnel assigned to this task. This is necessary to best protect the MTA interest and avoid possible delay claims from the H1100 or P2000 contractors. The OKA staff will expeditiously be reduced to one who will be seconded to work directly for the MTA Deputy Project Manager.

The subject amendment will extend the present OKA office and field staff until December 31,

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Metro Green Line

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		BASIS OF CHANGE	JUSTIFICATION		NOT TO EXCEED VALUE
			<i>1999, in order to provide the MTA with seamless CM Services for the H1100 contract.</i>		
			<b><u>COST IMPACTS</u></b>		
			<i>This is within the R23 Project budget. There is no cost recovery potential.</i>		
<b>TOTAL CONTRACT MC008 &gt;\$200K</b>		<b>2 CAN(s)</b>			

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Metro Red Line Seg-2

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PROFESSIONAL SERVICES CONTRACT NO.: 03369, PARSONS-DILLINGHAM

R81	195.00	ADDITIONAL SURVEY STAFF	CAN IN PREPARATION	1 - 5 MILLION	NO \$0.00
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EXTRA/ADDITIONAL WORK REQUESTED BY LACMTA

**WHO IDENTIFIED:**  
*Parsons-Dillingham*

**WHAT:**

*Provide additional survey staff to cover the additional monitoring due to multiple construction shifts, tunnel alignment problems, settlement problems, and the Implementation Plan.*

**JUSTIFICATION:**

*The original May 1991 staffing plan included one Survey crew and its accompanying office support. It was based on working a single shift and no overtime. Additional Survey crews were needed when tunnel alignment problems occurred at B201, B221, & B251. EMC required that all contractor as-builts be verified by PD, and the MTA Tunnel Alignment Evaluation report required PD to verify each control point set by the contractor, not just spot check tunnel controls.*

*An Additional crew was required for the The Rail Installation contract. This crew checked the contractors secondary controls, the as-built rail alignment and grade, the plinth pads concrete grade and insert location, and the final as-built of the platform edge paver.*

*Additional survey crews were also brought on, on an as needed basis, to cover the contractor's multiple shift work.*

*The settlement along Hollywood Blvd and the resulting Implementation Plan required PD to bring on additional crews. Monitoring increased to three shifts per day and the Implementation Plan called for increased frequency of readings, added sidewalk points, added surface points along the tunnel center line at ten foot intervals, continuous monitoring in the Hollywood/Hudson area, and weekly monitoring at other locations.*

**COST IMPACT:**

*This change represents cost growth to the current CM contract. Some costs could potentially be recovered through legal action. This change is within the MTA's R81 Project budget.*

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Metro Red Line Seg-2

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<b>TOTAL CONTRACT 03369 &gt; \$200K : 6 CAN(s)</b>					

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