



Expo

Exposition Metro Line
Construction Authority

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DATE: DECEMBER 14, 2006

TO: BOARD OF DIRECTORS

**FROM: RICHARD D. THORPE
CHIEF EXECUTIVE OFFICER**

**ACTION: APPROVE CHANGE ORDER NO. 4 TO CONTRACT NO. 1-06
AUTHORIZING FCI/FLUOR/PARSONS TO DESIGN THE
BALLONA CREEK BRIDGE FOR AN AMOUNT NOT-TO-
EXCEED \$850,000 WHICH INCLUDES PROFESSIONAL
LIABILITY PREMIUMS ASSOCIATED WITH THE
ADDITIONAL DESIGN SERVICES**

RECOMMENDATION

- A. Approve Change Order No. 4 to Contract No. 1-06 for an amount Not-to-Exceed \$850,000, authorizing FCI/Fluor/Parsons (FFP) to design the proposed Ballona Creek bridge; and
- B. Authorize the CEO, upon execution of Change Order No. 4, to issue a Notice-to-Proceed for the design services associated with the Ballona Creek and related activities.

SUMMARY

In developing the budget for the Expo Light Rail Transit (LRT) project, the Los Angeles County Metropolitan Transportation Authority (Metro) relied on a potentially cost-saving cooperative arrangement with the City of Los Angeles (City), which, if successful, would have resulted in the City providing the required modifications to the National Boulevard roadway bridge over Ballona Creek (Ballona Creek Bridge). The reconfiguration of the bridge to meet Phase 1 LRT project requirements, however, exceeded the scope of the City's planned bridge project. As a result, the Authority was forced to seek an alternative means to satisfy the Expo LRT project requirements. FFP offered the most advantageous option from a scheduling and coordination standpoint,

as the resultant schedule impact is deemed minimal so long as the authorization to begin design work is issued prior to the end of December, 2006. The proposed price for the work is Not-to-Exceed \$850,000, which includes Professional Services, Design Services, and additional professional liability premiums associated with the additional design services. Assuming the immediate authorization of the design work described herein, there is no impact on the overall project schedule.

DISCUSSION

Background

Early in the preliminary engineering stage of the Phase 1 LRT project, it was discovered that the City had a project funded for design and reconstruction of one of the street bridges across Ballona Creek, which would have resulted in the City providing the required modifications to the National Boulevard roadway bridge over Ballona Creek (Ballona Creek Bridge). The Los Angeles Department of Transportation (LADOT), the project sponsor, and the Los Angeles Bureau of Engineering (LABOE), the project implementer, agreed to reconfigure the design to accommodate project requirements and to delay the bridge design and reconstruction until the project requirements could be defined during the preliminary engineering stage of the project. Accordingly, the Authority drawings for the Exposition LRT project, which form the basis for the Design-Builder's scope of work, indicate that the widening of the existing Ballona Creek Bridge will be "performed by others."

Once project requirements were defined and submitted to the City, LADOT and LABOE determined that the reconfiguration of the bridge to meet Phase 1 LRT project requirements exceeded the scope of the City's planned bridge project. As a result, the Authority was forced to seek an alternative means to satisfy the Expo LRT project requirements regarding the Ballona Creek Bridge.

Current Status

The Authority has entered into negotiations with FFP to determine the potential price and schedule impacts on the Phase 1 LRT project. FFP's proposed price is for an amount Not-to-Exceed \$850,000, and there is no schedule impact if the authorization to initiate design is executed prior to the end of December, 2006. The timing of the authorization is important to the schedule, as pier construction within the creek would be constrained by the available time within the dry season.

Build vs. Widening Alternatives

The proposed Ballona Creek Bridge roadway alignment will parallel the existing rail right of way and new track alignment. This project would increase the number of total lanes to accommodate traffic in the area. The Authority conducted a comparative analysis on the feasibility of proceeding with a widening project versus a replacement of the Ballona Creek Bridge in order to accommodate the new roadway.

The Authority determined that widening the existing bridge was not the best alternative, because the design and construction associated with widening of the bridge would be too complicated and expensive due to its current design configuration. Alternatively, replacement of the existing structure with a standard bridge design would be a feasible option, and far less expensive and time-consuming than widening and retrofitting the existing bridge.

The Authority has obtained rough estimates for construction costs, but more accurate and definitive cost estimates will be developed during the design process. The total net construction cost of this revised design will be negotiated with the Contractor and the change order for construction will be submitted to the Board at a later date.

Additionally, FFP notified the Authority that the increase in the exposure amount for Design Services will require a commensurate increase in the insurance premium for the established professional liability coverage. The additional premium amount does not increase the existing policy limits, but does cover the additional design work anticipated under Change Order No. 4.

Thus, the total amount associated with Change Order No. 4, inclusive of all related costs, is for an amount Not-to-Exceed \$850,000.

FINANCIAL IMPACT

When Metro developed the \$640 million Expo project budget, it omitted the cost of the Ballona Creek Bridge replacement, as it was assumed that this project was being constructed by the City as part of their bridge safety project.

Staff has requested that the City evaluate whether some of the funds originally set aside by the City, could be used to offset some of the cost to design and construct the bridge to meet LRT Phase 1 requirements. In the meantime, design needs to proceed in order not to delay the project. Therefore, staff is recommending that the \$850,000 be funded out of the overall Project Contingency. Staff will be returning to the Board in January, 2007, with a mid-year budget adjustment to reflect the funding for this change order.

NEXT STEPS

Staff will proceed with final negotiations with FFP for design and professional services associated with the design of the Ballona Creek Bridge, issuance of a Notice-to-Proceed for the design work and a change to the appropriate insurance provisions to accommodate the additional insurance premium amount. The total net construction cost impact of this revised design will be negotiated with the Contractor and the change order for construction will be submitted to the Board at a later date.

ATTACHMENT(S)

None