

return to
[Signature]

REQUEST FOR LETTERS OF INTEREST
AND
STATEMENTS OF QUALIFICATIONS
FOR
METRO RAIL CONTINUING PRELIMINARY ENGINEERING
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

KEY RFIQ DATES
PRE-SOLICITATION
LEGAL NOTICE
ISSUED-
LEGAL NOTICE
CONFERENCE
SUBMITTALS

1/27/83
2/07/83
2/10/83
2/28/83
3/11/83

DATE CONTRACT
EXECUTED W/
DeLON HAMPTON
AUG 17 1983
A165
Sennell
Fleming
AUG 17, 1983

AK

SCR TD
1983
R4
S87



SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT

124 WEST 4TH STREET • LOS ANGELES, CALIFORNIA 90013 • (213) 972-6150

28953139

February 7, 1983

REQUEST FOR LETTERS OF INTEREST
AND
STATEMENTS OF QUALIFICATIONS

To Whom It May Concern:

The Southern California Rapid Transit District (District) as authorized by the District's Board of Directors is initiating a Request for Letters of Interest and Statements of Qualification (RFIQ) for furnishing professional engineering and architectural services to perform Continuing Preliminary Engineering work on the Metro Rail Project. This work will advance the design of selected stations and line segments from approximately 30 percent to approximately 85 percent and all other stations and line segments to approximately 50 percent.

To be considered, fifteen copies of your response to this RFIQ should be submitted by 4:00 p.m., March 11, 1983. A pre-proposal conference is scheduled for February 28, 1983. Project start-up must be within two weeks of contract approval and/or Notice to Proceed, unless otherwise extended.

Any inquiries regarding this RFIQ must be submitted in writing to:

Mr. Donald J. Heida
Contract Administrator
Purchasing Department
Southern California Rapid
Transit District
124 W. 4th Street
Los Angeles, California 90013

All necessary instructions are included in this RFIQ and should be followed with care. Additional information regarding oral presentations and consultant interviews will be transmitted after RFIQ's have been received by the District.

Sincerely,

Maynard A. Walters
Director

Purchasing and Stores

MTA LIBRARY

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1.0 GENERAL INFORMATION

1.1 INTRODUCTION

This Request for Letters of Interest and Statements of Qualifications (RFIQ) has been authorized by the Southern California Rapid Transit District (SCRTD) Board of Directors to obtain qualified Consultants to provide architectural/engineering (A/E) services for continuing preliminary engineering (PE) on the SCRTD Metro Rail Project.

The major elements of this continuing PE work will include:

- A. preliminary engineering on 5 stations and 2 tunnel segments beginning from approximately 30% to approximately 85% of total design.
- B. preliminary engineering on 10 stations and 5 tunnel segments beginning from approximately 30% to approximately 50% of total design.

1.2 BACKGROUND

Since June 1980, the Southern California Rapid Transit District (SCRTD) has been engaged in the Preliminary Engineering (P.E.) phase of the Metro Rail Project. This Starter Line encompasses the preliminary design on an 18.6 mile subway, which will be the initial segment of Southern California's ultimate rapid transit network. As part of the 1976 Regional Transit Development Program, Metro Rail was designed to help solve the increasing transportation problems of Los Angeles' high-density urban center, the Regional Core. Work under the P.E. Program is based on the Alternatives Analysis/Environmental Impact Statement/Report (AA/EIS/R) completed in April 1980, and followed in June 1980 by Urban Mass Transportation Administration (UMTA) approval to commence preliminary engineering. This phase includes the selection of the precise route alignment, station locations, preliminary line and station designs, and construction methods, as well as the system and subsystem aspects of the Project.

Simultaneous with the design work is an extensive, detailed analysis of the possible environmental impacts of this Project on the affected communities from Downtown Los Angeles to North Hollywood.

The Preliminary Engineering work is on schedule with its mid-1983 planned completion. This intensive effort is under the policy direction of the District Board of Directors:

Michael Lewis, President; Ruth E. Richter, Vice President; Jan Hall; Marvin L. Holen; Carl Meseck; Thomas G. Neusom; Nick Patsaouras; Jay Price; Charles H. Storing; Gordana Swanson; and George Takei.

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1.3 REQUEST FOR LETTERS OF INTEREST AND STATEMENTS OF QUALIFICATIONS (RFIQ)

The RFIQ is issued to solicit letters of interest and statements of qualifications from firms interested in being considered for award of contracts for one of 14 design packages. A response to this RFIQ will enable a firm to be considered by the Southern California Rapid Transit District for any of the 14 contracts for which the respondent has expressed an interest.

1.4 METRO RAIL PROJECT DESCRIPTION

The Project is a conventional heavy rail rapid transit system, 18.6 miles in length with 16 stations. A route map with station locations and design is shown in Enclosure 1. The first two units in Phase I, A100 and A135, are already under contract, and will not be part of this solicitation.

The work to be awarded under this solicitation consists of the following 14 contract packages:

- (1) five soft ground line tunnel segments with one or more cut-and-cover stations;
- (2) seven cut-and-cover stations;
- (3) one rock tunnel segment;
- (4) one soft ground tunnel.

1.5 WORK DESCRIPTION

The work covered by these pending contracts will advance preliminary engineering of certain of the stations and line segments from about 30 percent completion to approximately 85 percent (Phase I packages as shown on Enclosure 1). The remaining station and line segments will advance from the 30 percent level to about 50 percent (Phase II packages). The 30 percent level of completion will have been reached by the Project staff and their consultants, DMJM/PBQ&D, General Engineering Consultant for Ways and Structures, Harry Weese and Associates, General Architectural Consultants and Kaiser Engineers, General Engineering Consultant for Subsystems, as the basis for the continuing design effort contemplated under this solicitation. A brief description of scope of each of the fourteen pending contracts is given in Enclosures 2 through 15.

It is anticipated that the design effort under this solicitation will be for a period of 12 months.

It is contemplated that the firms selected for contracts on Phases I and II will be retained to advance the design beyond the 85% and 50% levels, respectively, should the Southern California Rapid Transit District receive additional federal, state, and local funds.

1.6 CONTRACTUAL ARRANGEMENT

The Southern California Rapid Transit District is in the process of contracting with the joint venture firm of DMJM/PBQ&D/KE/HWA, Metro Rail Consultants, to serve as a General Architectural/Engineering

Consultant (GAEC). The GAEC will contract with the Southern California Rapid Transit District to provide overall coordination responsibilities for the continued preliminary engineering work. The 14 design consultants selected from this solicitation will contract directly with the GAEC in a subcontractor capacity and will receive guidance and direction from the GAEC.

A draft of the proposed contract to be executed between the GAEC and the firms to be selected under this solicitation will be issued to all firms responding to the RFIQ. The draft contract will be issued by way of addendum to this RFIQ.

2.0 CONDITIONS FOR CONSIDERATION FOR SELECTION

Submissions of Letters of Interest and Statements of Qualifications may be made by single firms or by a joint venture of firms. In order for a firm to be considered to be a prime contractor, that firm must propose to undertake 40% or more of the work in a particular contract package.

If a firm or joint venture is awarded one of these contracts as a prime contractor, that firm or joint venture will not be eligible for award of any other prime or subcontract under this solicitation. However, subcontractors shall not be limited in the number of their subcontracting arrangements, provided that the District, in its sole judgement, is satisfied as to the ability of the subcontractor to meet the job requirements.

Any subcontractor who is part of a design team contracted to perform any of the design packages listed in Enclosure I will not be eligible for consideration as a prime contractor or joint venture member under this solicitation.

2.1 QUALIFICATIONS APPRAISAL

It is essential that contracts be awarded to consultants capable of complying with contract requirements. The successful respondent must have:

- o Adequate financial resources;
- o Necessary experience in major A/E design projects, preferably on transit related facilities;
- o Demonstrated success in meeting program schedule and budget requirements.

3.0 SUBMISSION REQUIREMENTS

Firms interested in responding to this RFIQ must satisfy the specific requirements detailed below. Compliance with these requirements is mandatory, and is a condition of responsiveness to the RFIQ. Failure to submit the required information will result in disqualification from further consideration.

3.1 FORMAT

Submittals shall be prepared on 8-1/2 x 11" paper, bound on the long side. All text shall be clear of binding. A limited number of 11" x 17" fold-out sheets will be acceptable. All pages are to be sequentially numbered.

Unnecessarily elaborate submittals, or elaborate art work, expensive paper and binding are not desired. Do not include brochures previously submitted.

A response should be concise in its presentation particularly with respect to past experience and resumes of key personnel.

The submittal shall be limited to 50 single-sided pages in total with no appendices or enclosures.

3.2 SUBMITTAL CONTENT

The required submittals and their sequence, are shown below. Submittals should be as brief and concise as possible.

- (1) Cover Letter
- (2) Identification of Team Members
- (3) Experience of the Firm(s)
- (4) Qualifications of Proposed Staff
- (5) Project Organization & Management Plan
- (6) Expressions of Priority Interest
- (7) MBE/WBE Commitment Data

Each requirement is further described below:

3.2.1 COVER LETTER

A cover letter, not exceeding 2 pages in length, shall summarize key points in the submittal. The letter shall address the firm's approach to the project.

3.2.2 IDENTIFICATION OF TEAM MEMBERS

Submittals should include identification of firms or joint venture members and potential subcontractors, including MBE/WBE participants. Where appropriate, the management relationship among joint venture firms shall be described.

3.2.3 EXPERIENCE OF FIRM(S)

Submittals should cite relevant transit and non-transit design contracts completed within the last five years or currently under way. This experience description should contain the cost/value of the various contracts and their duration, and should include a client contact person for each major contract. A standard form 254 will be acceptable.

3.2.4 QUALIFICATIONS OF PROPOSED STAFF

Describe the staff to be assigned to this project. Your submittal should describe qualifications of assigned personnel in terms of education and experience in the technical fields, and prior experience in performing similar work.

The submittal should stress personnel and their record of past accomplishments related to the development of this project.

The submittal should commit key staff and the amount of time they will dedicate to the project.

3.2.5 PROJECT ORGANIZATION & MANAGEMENT PLAN

This should include a succinct narrative description of the proposed organization and management of the work, to include the respective functions of all team members of a joint venture and their contractual responsibilities.

Also included should be a project organization chart, which includes key personnel and their functions and proposed work location.

3.2.6 EXPRESSION OF PRIORITY INTEREST

Enclosure 17 lists the fourteen contracts (divided into the two phases) and has a column in which to express the preference of the firm. This enclosure shall be filled out and returned with the response to this RFIQ.

As previously noted, firms or joint-ventures can only be awarded one of the fourteen pending contracts. The selection and award process will be divided into two phases. The first phase will include the selection and award of four contracts. On the remaining ten contracts selection and award will be in a second, immediately successive phase. Submitters will be evaluated for all fourteen contracts at one time. If a firm is not selected for a Phase I contract, it shall be considered for the Phase II contracts.

3.2.7 MBE/WBE COMMITMENT DATA

The District has established a provisional goal of 17 percent for Minority Business Enterprise (MBE) utilization and a separate 3 percent goal for Women's Business Enterprise (WBE) utilization for this project. Joint ventures with MBE and WBE firms are encouraged. Responsiveness to the MBE/WBE goals is part of the criteria for evaluation of consultant submittals.

Submittals must include the following:

- a. Area of work to be performed by MBE and WBE subcontractors or joint venturers.
- b. Estimated percentage of the work to be performed by MBE and WBE subcontractors or joint venture partners.

Names of MBE and WBE subcontractors and resumes of the key personnel to be assigned to this project, must be submitted with Consultant's submittal.

If your firm cannot meet the percentage goals, you must furnish with your submittal justification that all reasonable efforts have been made to meet these goals. Such reasonable efforts shall include:

- A. Notification of minority consultant associations in writing, no less than 10 days before the submission deadline for this RFIQ for solicitations of subcontracting or joint venture submittals. A list of these organizations may be obtained from the District Minority Business Enterprise Office.
- B. Direct negotiation with MBE's/WBE's for specific subcontracts.

Your justification must include:

- 1. A detailed statement of the efforts made to negotiate with MBE's and WBE's, including at a minimum:
 - a. Names, address and telephone numbers of MBE's/WBE's who were contacted;
 - b. A description of the information provided to MBE's/WBE's regarding portions of the work to be performed; and
 - c. A detailed statement of the reasons why additional prospective agreements with MBE's/WBE's, if needed to meet the stated goals, were not reached.
- 2. A detailed statement of the efforts made to select portions of the work to be performed by MBE's/WBE's in order to increase the likelihood of achieving the stated goals.
- 3. As to each MBE/WBE contacted, but which you considered not to be qualified, a detailed statement of the reasons for the subcontractor's non qualification.

FAILURE TO COMPLY FULLY WITH THE MINORITY AND WOMEN BUSINESS ENTERPRISE SECTION OF THIS RFIQ WILL BE CAUSE TO DETERMINE NON-RESPONSIVENESS AND SUBSEQUENT REMOVAL OF YOUR SUBMITTAL FROM FURTHER CONSIDERATION.

4.0 EVALUATION PROCESS

The steps in the evaluation of submittals of the design contracts are:

- 1. Receipt of responses from interested firms and joint ventures.
- 2. Review by SCRTO staff for compliance with mandatory submittal requirements. Firms failing to comply with these requirements will be advised that they will not be eligible for selection or award.

- 3. Tabulation by staff of expressed preferences of qualified respondents. This will establish a list of interested respondents for each of the fourteen contracts.
- 4. Interview by staff of each of the interested submitters for each particular contract. This will cover all fourteen contracts.

5.0 SELECTION PROCESS

- 5.1 Staff shall submit a list of the three most qualified firms in alphabetical order for each of the Phase I contracts to the Southern California Rapid Transit District Board of Directors (Board).
- 5.2 The Board shall interview each of the three top Phase I firms or teams, make their selection and authorize the General Manager to authorize the GAEC to negotiate a contract with the highest-ranked firm or team for each of the jobs in Phase I.

6.0 NEGOTIATION PROCESS

- 6.1 Negotiations are initiated with each of the Board-designated firms and/or teams. A detailed statement of work shall be given to this firm or team by the GAEC as the basis for a technical and cost proposal. If negotiations with the top firm cannot be satisfactorily concluded, the General Manager shall authorize GAEC negotiations with the second-ranked firm.
- 6.2 Upon completion of the negotiation process each firm or team will become a subcontractor to the GAEC.
- 6.3 Board approves the four Phase I contracts for execution.

7.0 PHASE II CONTRACT AWARD

The award of Phase II contracts shall start as soon as possible after the Phase I contracts are awarded. The selection process is essentially the same for Phase II awards. As previously stated, firms or joint ventures can be awarded only one prime contract from among these fourteen. Qualified firms that do not receive an award in Phase I shall be considered in the Phase II awards.

8.0 EVALUATION CRITERIA

The overall evaluation process will be performed by a Staff Review Committee. The evaluation criteria are set forth below and will be the basis for selection. The submittals should be specific and complete in every detail. The submittals will be evaluated using the following criteria:

8.1 QUALIFICATIONS OF THE FIRM

Does the firm have a record of significant responsibility and accomplishment in previous or ongoing similar work?

8.2 QUALIFICATIONS OF PROPOSED STAFF

- (a) Are assigned personnel qualified in terms of education and experience in the technical fields, and do they have prior experience in performing similar work?
- (b) Do proposed personnel have a record of past accomplishments related to the development of this project?
- (c) Will named qualified key personnel perform a substantial porportion of the work?
- (d) Do the key design personnel have appropriate California registrations?

8.3 MANAGEMENT PLAN

- (a) Does the respondent's management plan have a well-defined line of authority, responsibility, coordination and communication?
- (b) Does the management team have a sufficient diversity of experience to provide the best overall leadership ?

8.4 MBE & WBE PARTICIPATION

- (a) Is the work effort to be performed by MBE and WBE joint venture partners or subcontractors an integral part of the overall effort.
- (b) Is the summary scope of work to be performed by MBE/WBE joint venture partner or subcontractor meaningful, necessary and does it serve a commercially useful function?
- (c) Does the MBE/WBE have sufficient capaity and qualifications to perform work described?
- (d) Does the MBE/WBE priticipation meet the specified goals?

8.5 EVALUATION CRITERIA SCORING MODEL

The evaluation of criteria will be based on a rating of 1 to 10 points using the following schedule:

(1) Evaluation Element	(2) Numerical Rating (1 to 10)	(3) Weight	(4) Col. 2 X Col. 3 = Weighted Rating
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1. Qualifications of Firm		1	
2. Qualifications of Staff		3	
3. Relevant Experience of Firms		2	
4. MBE/WBE		2	
5. Management Plan		2	

TOTAL

10.0

9.0 DISTRICT OPTIONS

District's Director of Purchasing, acting under the authority granted by the Board of Directors, reserves and holds at his discretion the following rights and options:

1. To reject any or all of the submittals.
2. To issue subsequent requests for submittals.
3. To elect to cancel the entire RFIQ.
4. To appoint alternate members of the Staff Review Committee.
5. To remedy technical errors in the responses to RFIQ.
6. To approve or disapprove the use of particular subcontractors.
7. To negotiate with any, all, or none of the respondents to the RFIQ.

This RFIQ does not commit the District or GAEC to negotiate a contract, nor does it obligate the District to pay for any costs incurred in preparation and submission of proposals or in anticipation of a contract. The District reserves the right to contract with any one of the single firms or joint ventures or associated Consultants responding to this RFIQ based solely upon its judgment of the qualifications and capabilities of that firm.

10.0 TYPE OF CONTRACT TO BE AWARDED

A number of cost-plus-fixed-fee contracts will be awarded for the services described above. As noted in Section 1.6, selected consultants will enter into a contract with the Southern California Rapid Transit District's GAEC in a subcontract relationship. The GAEC will assume coordination and oversight responsibilities for the Southern California Rapid Transit District.

11.0 SUBMISSIONS

A complete submittal will consist of fifteen (15) copies. All submittals must be received by the Southern California Rapid Transit District not later than 4:00 p.m., March 11, 1983. Submittals should be addressed to:

Southern California Rapid Transit District
 Purchasing Agent
 124 West Fourth Street
 Los Angeles, California 90013

12.0 PRESUBMITTAL CONFERENCE

The District will conduct a Presubmittal Conference on February 28, 1983 at 9:00 a.m. The purpose of this conference is to clarify the RFIQ and respond to questions submitted by potential respondents. All questions must be submitted in writing to the SCRTD contact person at the address listed in Section 13. All questions must be received by Friday, February 25, 1983. The Presubmittal Conference will be held at:

Los Angeles Hilton Hotel
Sierra Room
930 Wilshire Boulevard
Los Angeles, California

13.0 FURTHER INFORMATION

All questions regarding this RFIQ are to be addressed to:

Mr. Donald J. Heida
Contract Coordinator
Purchasing Department
Southern California Rapid
Transit District
124 West Fourth Street
Los Angeles, California 90013
(213) 972-6147

ENCLOSURES

<u>ENCLOSURE</u>	<u>TITLE</u>	<u>PAGE</u>
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4	A-170 Tunnel segment from 7th/Flower to Wilshire/Vermont including the Station at Wilshire/Alvarado	E-7
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16	Contract Preference List	E-31
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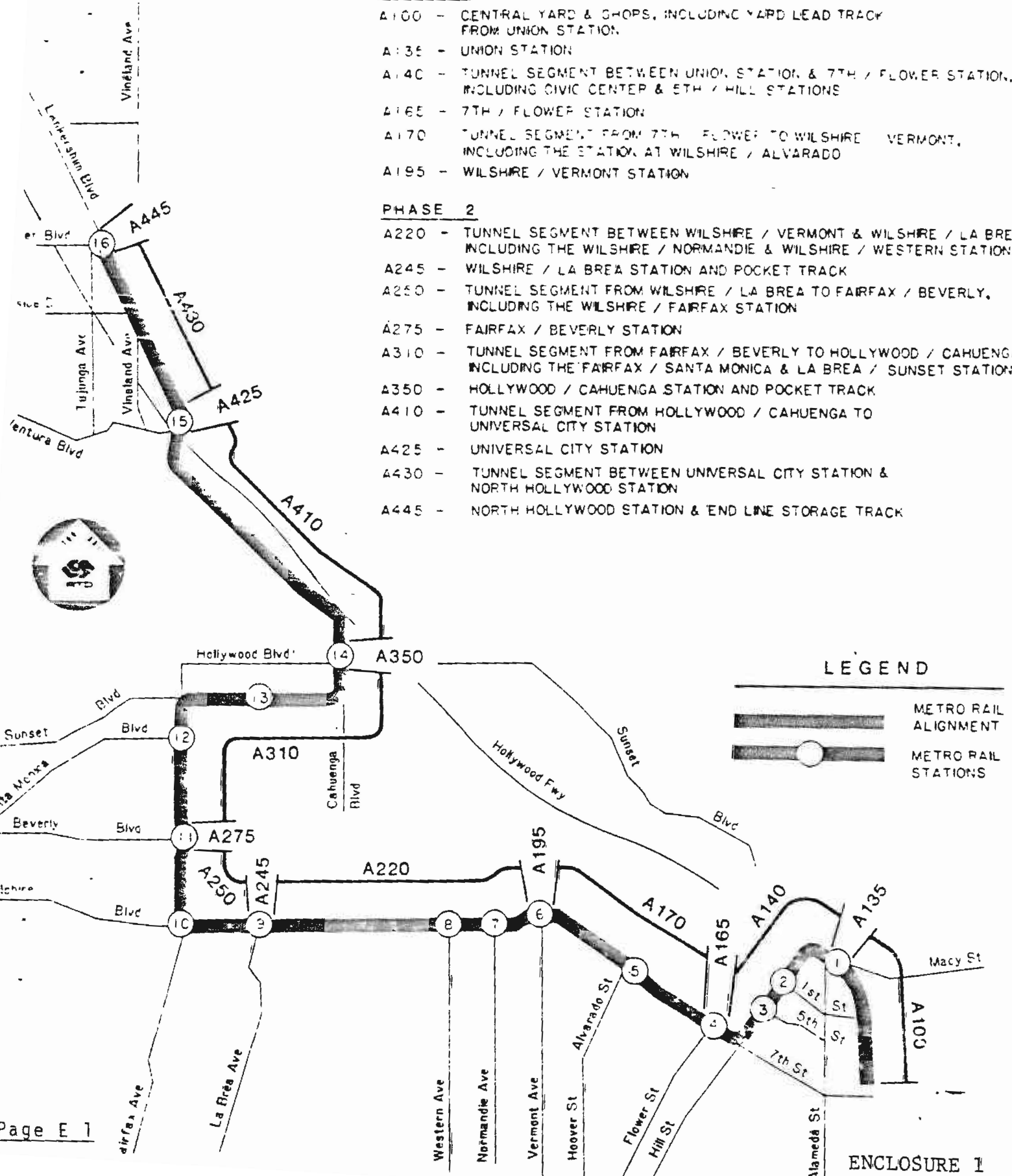
Southern Metro Rail Project DESIGN UNITS

PHASE 1

- A100 - CENTRAL YARD & SHOPS, INCLUDING YARD LEAD TRACK FROM UNION STATION.
- A135 - UNION STATION
- A140 - TUNNEL SEGMENT BETWEEN UNION STATION & 7TH / FLOWER STATION, INCLUDING CIVIC CENTER & 5TH / HILL STATIONS
- A165 - 7TH / FLOWER STATION
- A170 - TUNNEL SEGMENT FROM 7TH / FLOWER TO WILSHIRE / VERMONT, INCLUDING THE STATION AT WILSHIRE / ALVARADO
- A195 - WILSHIRE / VERMONT STATION

PHASE 2

- A220 - TUNNEL SEGMENT BETWEEN WILSHIRE / VERMONT & WILSHIRE / LA BREA, INCLUDING THE WILSHIRE / NORMANDIE & WILSHIRE / WESTERN STATIONS
- A245 - WILSHIRE / LA BREA STATION AND POCKET TRACK
- A250 - TUNNEL SEGMENT FROM WILSHIRE / LA BREA TO FAIRFAX / BEVERLY, INCLUDING THE WILSHIRE / FAIRFAX STATION
- A275 - FAIRFAX / BEVERLY STATION
- A310 - TUNNEL SEGMENT FROM FAIRFAX / BEVERLY TO HOLLYWOOD / CAHUENGA, INCLUDING THE FAIRFAX / SANTA MONICA & LA BREA / SUNSET STATIONS
- A350 - HOLLYWOOD / CAHUENGA STATION AND POCKET TRACK
- A410 - TUNNEL SEGMENT FROM HOLLYWOOD / CAHUENGA TO UNIVERSAL CITY STATION
- A425 - UNIVERSAL CITY STATION
- A430 - TUNNEL SEGMENT BETWEEN UNIVERSAL CITY STATION & NORTH HOLLYWOOD STATION
- A445 - NORTH HOLLYWOOD STATION & END LINE STORAGE TRACK



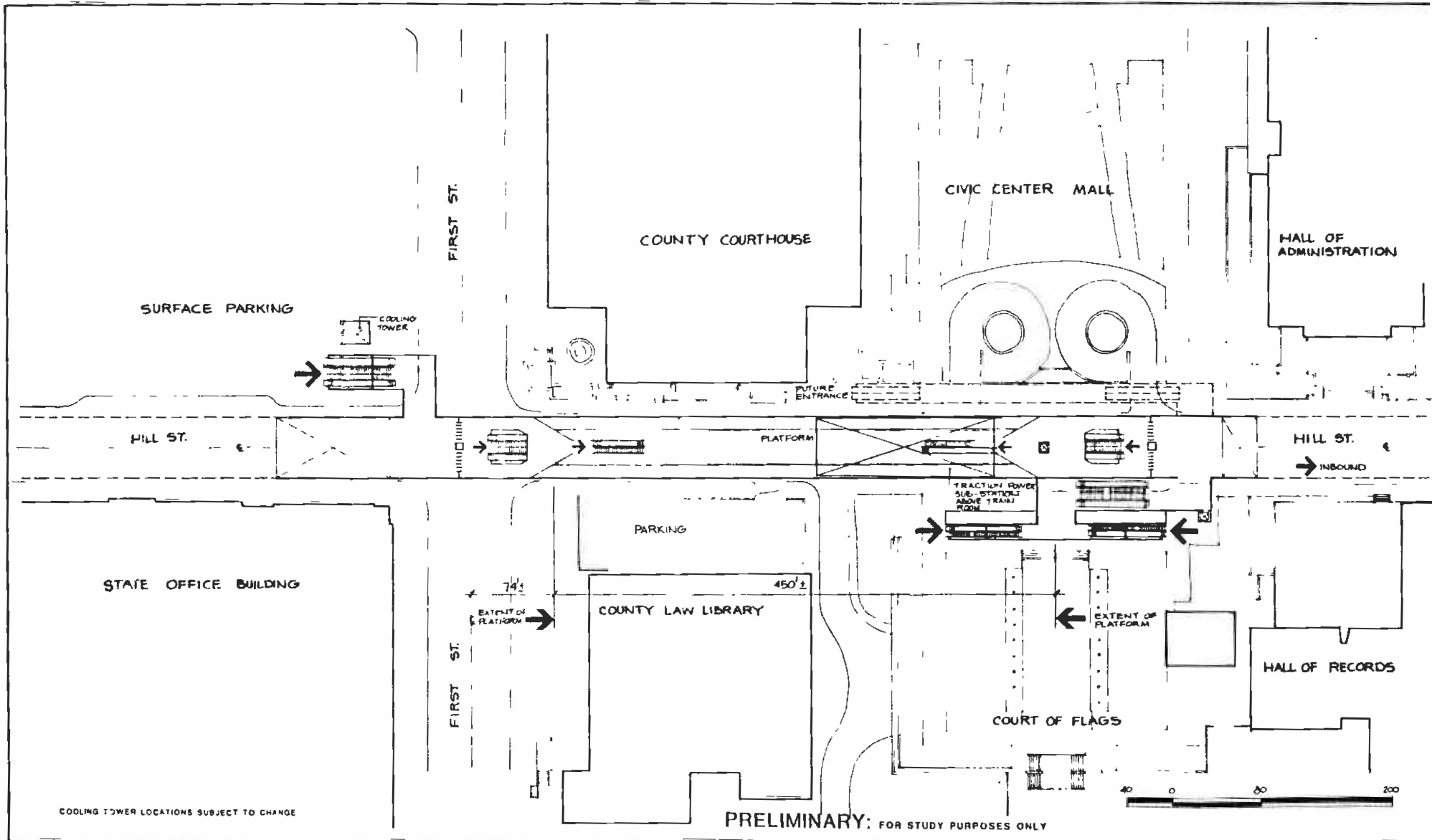
Design Unit A140, with stationing from approximately 112 + 00 to 198 + 89 provides for line design and the complete design of the Civic Center and 5th/Hill Stations. Design will include all architectural, landscape architectural, civil, structural, mechanical, and electrical services required. Line construction will be bored tunnel, and stations will be cut-and-cover.

Civic Center Station is located under Hill Street between Temple and 1st Streets in the Central Business District. The station services various Federal, State, County, and City governmental facilities in the area, as well as the Music Center. Patronage demand is moderate. It is presently planned with a mezzanine and entries at each end of a center platform. Entrances are planned at the SW corner of 1st and Hill Streets related to potential development there, and at a point adjacent to the Civic Center Plaza. Ancillary space at each end of the station will include a traction power substation.

The 5th/Hill Station is located under Hill Street between 4th and 5th Streets. The station has one of the highest patronage demands in the System, and services both east and west portions of the downtown core. A large new complex is planned on the NW corner of 4th and Hill as part of the Community Redevelopment Agency (CRA) stimulation in this station area, and that of the Civic Center Station. The station will have a mezzanine at each end of the center platform. Two entrances are planned for each end of the station with future consideration for additional entrances. Ancillary space will be located at each end of the station.

The twin bored tunnels will begin at the cut-and-cover cross-over structure just west of Union Station in waterbearing sands and gravels. Proceeding west under Macy Street the tunnels enter the soft sedimentary rock deposits at Spring Street and turn southwest under Hill Street thru Civic Center and 5th/Hill Station. On leaving 5th/Hill Station the tunnels re-enter the sandy alluvial deposits which are dry in this area, and turn northwest to the 7th/Flower Street Station.

The design of between tunnel cross-passages is included in this design unit.



ENCLOSURE 2

REV	DATE	BY	APP	DESCRIPTION

DATE	
DRAWN BY	M. BINDER
CHECKED BY	



HARRY WEESE & ASSOCIATES
 TIPPETT - ABBETT - MCCARTHY - STRATTON
 ENVIRONMENTAL COLLABORATIVE, INC
 GIN WONG ASSOCIATES
 General Architectural Consultants Station
 SUBMITTED BY

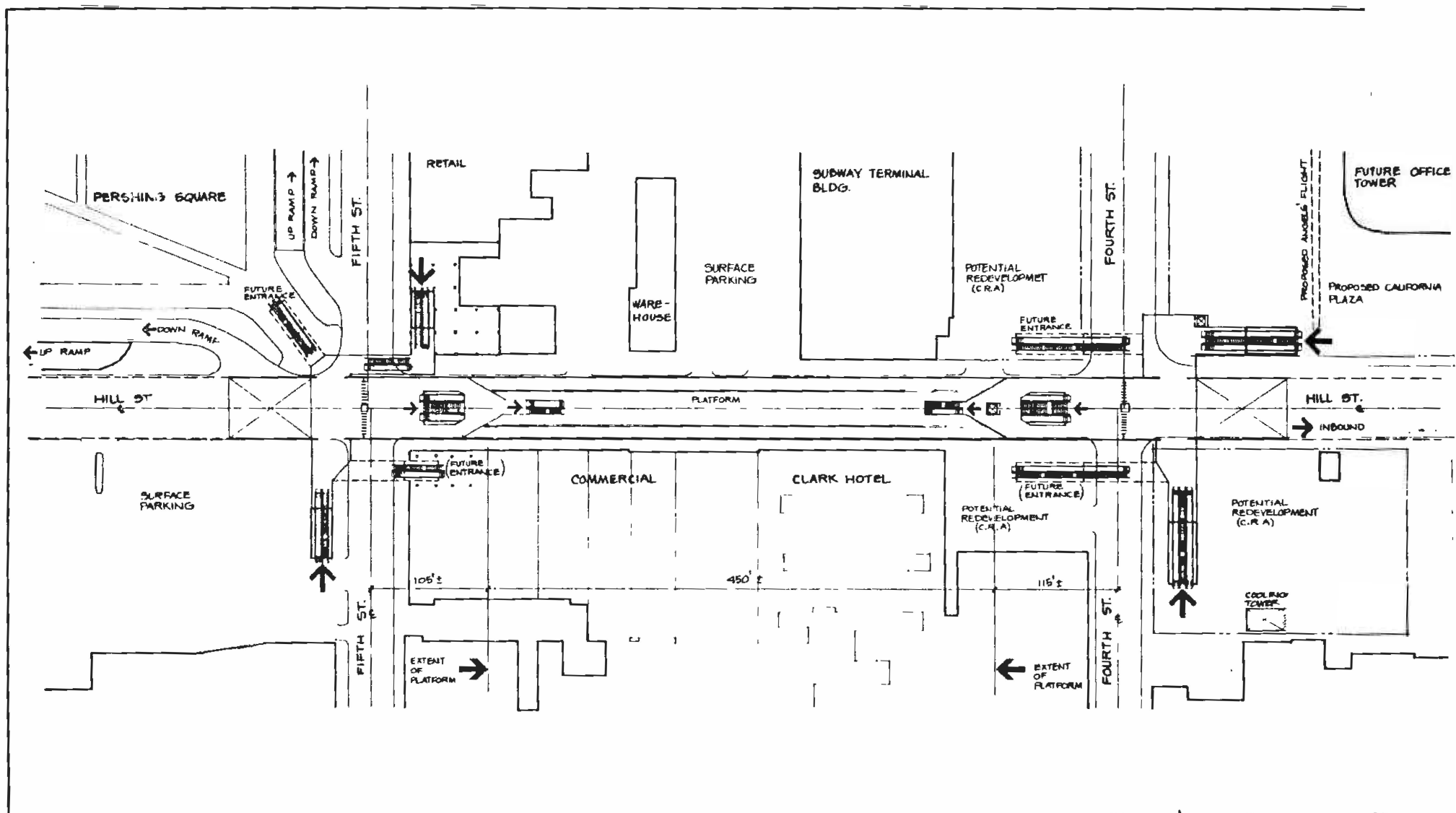
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

MTD

APPROVAL RECOMMENDED	APPROVED	DATE
MANAGER / CHIEF ENGINEER		

CIVIC CENTER STATION

CONTRACT NO.	
DRAWING NO.	
SCALE	SEE DRAWING
SHEET NO.	



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY



ENCLOSURE 2

DESIGNED BY	DATE			
DRAWN BY	DATE			
CHECKED BY	DATE			
REV	DATE	BY	APP	DESCRIPTION



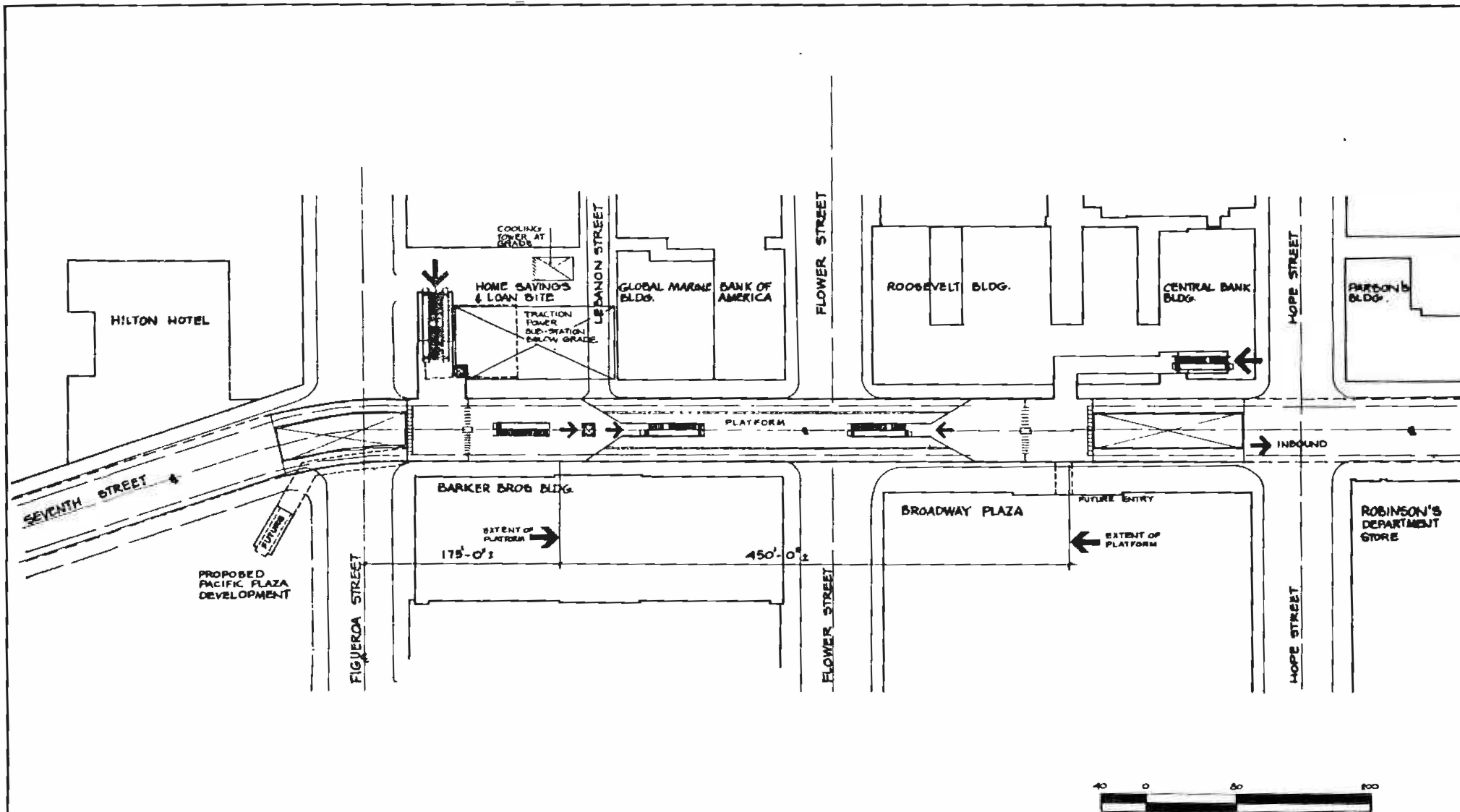
HARRY WEESE & ASSOCIATES
 TIPPETTS ABBETT-MCCARTHY-STRATTON
 ENVIRONMENTAL COLLABORATIVE, INC.
 GIN WONG ASSOCIATES
 General Architectural Consultants: Stations
 SUBMITTED BY
 PROJECT MANAGER

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT		
METRO RAIL PROJECT		
APPROVAL RECOMMENDED	APPROVED	DATE
Reg No	MAKER'S CHIEF ENGINEER	Reg No

FIFTH / HILL STATION	
CONTRACT NO	
ORDER NO	
SCALE	1" = 40'
SHEET NO	11

Design Unit A165, with stationing from 198 + 89 to 207 + 48, provides for complete design of the 7th/Flower Station including all architectural, civil, structural, mechanical, and electrical services required. Construction of this unit will be by the cut-and-cover method.

The 7th/Flower Station is located under 7th Street between Hope and Figueroa Streets. It predominantly serves the built-up west side retail and commercial area of the Central Business District. Patronage demand is moderately high. The station is planned as a center platform type with a mezzanine and entries at each end of the platform. Ancillary space will be provided at each end of the station and will include a traction power substation. To the east, a station entry is to be located in the Central Bank Building and the potential for a future below grade entry to Broadway Plaza must be preserved. The entry proposed for the west end of the station will be designed to permit and facilitate future development of the adjacent site.



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY
 DRAWN BY
 M. PONDREXTER
 CHECKED BY
 DATE



HARRY WEESE & ASSOCIATES
 TYPETTS-ABBETT-MCCARTHY-STRAITON
 ENVIRONMENTAL COLLABORATIVE, INC
 GUN WONG ASSOCIATES
 General Architectural Consultants Stations
 SUBMITTED BY

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT
 APPROVAL RECOMMENDER
 APPROVED
 MANAGER / CHIEF ENGINEER

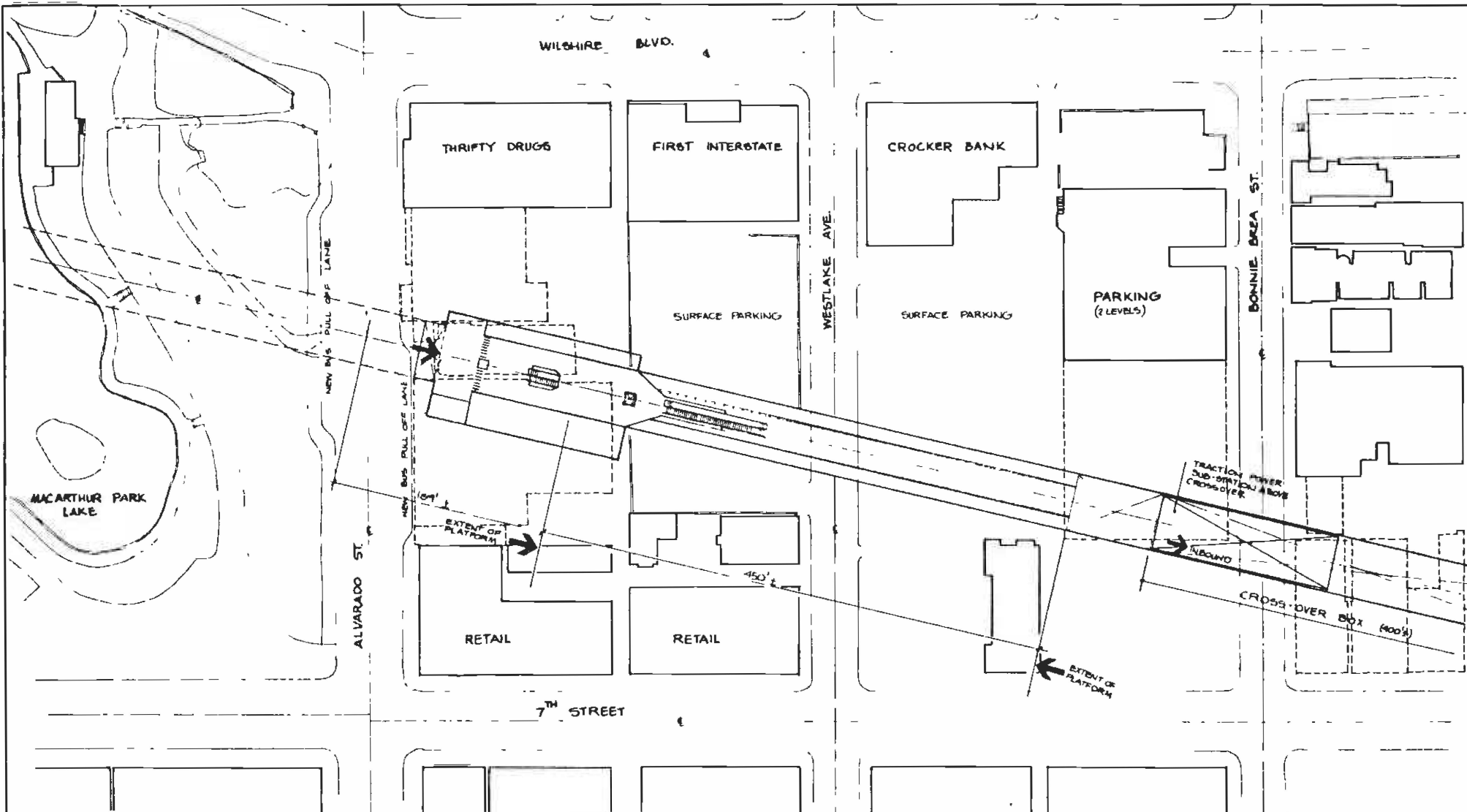
SEVENTH / FLOWER STATION
 CONTRACT NO.
 DRAWING NO.
 SCALE
 SHEET NO. 4

Design Unit A170, with stationing from 207 + 48 to 313 + 40, provides for line design and the complete design of the Wilshire/Alvarado Station. Design includes all architectural, landscape architectural, civil, structural, mechanical, and electrical services required. Line construction will be bored tunnel, and station construction and cross-over structures will be by the cut-and-cover method.

The Wilshire/Alvarado Station is located off-street at midblock between 7th Street and Wilshire and between Alvarado and Bonnie Brae. Surrounding area development is primarily low-rise commercial and parking, except for higher-rise office buildings on the Wilshire block face. Patronage demand is moderate. An at-grade concourse with entry will be provided at this station, which will provide access to a point near one end of the center platform below. The addition of a future above-grade east concourse and entry will not be precluded. Ancillary spaces are located at each end of the station.

The twin bored tunnels will commence just east of the Wilshire/Vermont Station cross-over structure, in soft sedimentary rock deposits which may contain oil and hydrocarbon gas, and proceed east turning southeast at Virgil Avenue to run under Lafayette Park, re-joining Wilshire Boulevard at Hoover Street. The tunnels then follow Wilshire Boulevard running southeast until Parkview Street where they pass under MacArthur Park, continue thru Alvarado Station and cross-over structure and turn onto 7th Street which they follow all the way to 7th/Flower Street Station.

The design of between tunnel cross-passages is included in this design unit.



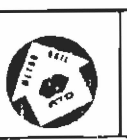
COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY

ENCLOSURE 4

NO.	REV.	BY	APP.	DESCRIPTION

DESIGNED BY: DATE: 10/15/97
 DRAWN BY: DATE: 10/15/97
 H. PENDEATER
 CHECKED BY: DATE: 10/15/97



HARRY WEESE & ASSOCIATES
 TIPPEITS-ABBETT MCCARTHY-STRATTON
 ENVIRONMENTAL COLLABORATIVE, INC
 GW WONG ASSOCIATES
 General Architectural Consultant
 SUBMITTED BY: _____
 PROJECT MANAGER: _____

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

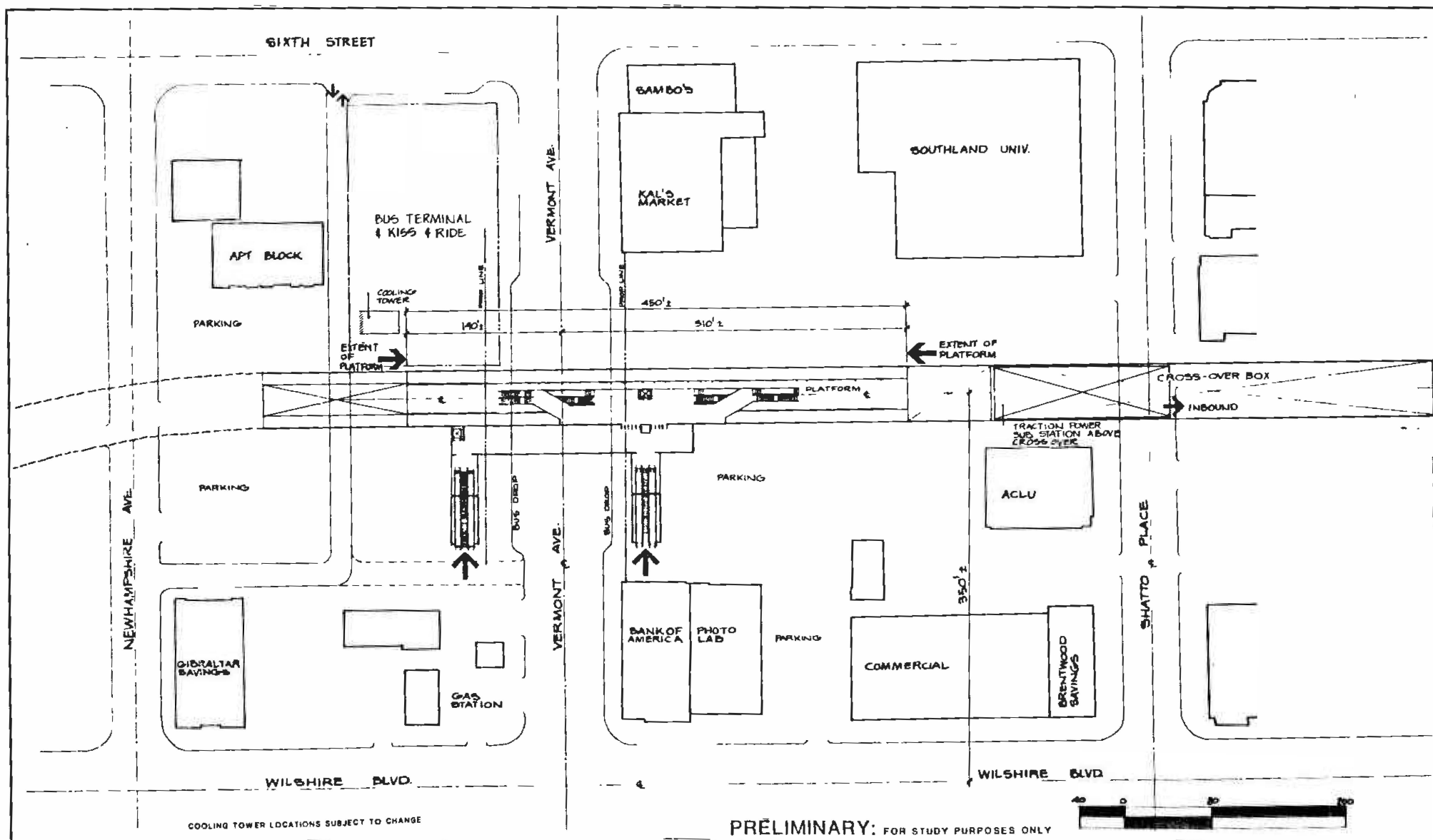
APPROVAL RECOMMENDED: _____
 APPROVED: _____
 DATE: _____
 MANAGER: CN BY BRINICH
 DATE: _____

WILSHIRE / ALVARADO STATION

CONTRACT NO: _____
 DRAWING NO: _____
 SCALE: _____
 SHEET NO: _____

Design Unit A195, with stationing from 313 + 40 to 319 + 93, provides for complete design of the Wilshire/Vermont Station including architectural, landscape architectural, civil, structural, mechanical, and electrical services required. Station construction will be by the cut-and-cover method.

The Wilshire/Vermont Station is located off-street at midblock between Wilshire Boulevard and 6th Street straddling Vermont Street. There is considerable mid-rise development adjacent to Wilshire, but the area immediately surrounding the station is currently used for surface parking except for several small structures. Patronage demand is high, primarily because of heavy feeder bus volumes on Vermont. The station is planned for a single below-grade mezzanine serviced by entries on each side of Vermont, connecting to a center platform. An off-street bus unloading and layover area will be provided in conjunction with a surface kiss-ride parking area. Ancillary spaces will be provided at each end of the station.



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY



ENCLOSURE 5

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY: DATE:

DRAWN BY: DATE:

CHECKED BY: DATE:



HARRY WEESE & ASSOCIATES
 TIPPETTS-ABBETT-McCARTHY-STRATTON
 ENVIRONMENTAL COLLABORATIVE, INC.
 GIN WONG ASSOCIATES
 General Architectural Consultant: Station
 Submittal No.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

APPROVAL RECOMMENDED: DATE:

APPROVED: DATE:

MANAGER / CHIEF ENGINEER: DATE:

WILSHIRE / VERMONT STATION

CONTRACT NO:

DRAWING NO:

SCALE:

SHEET NO:

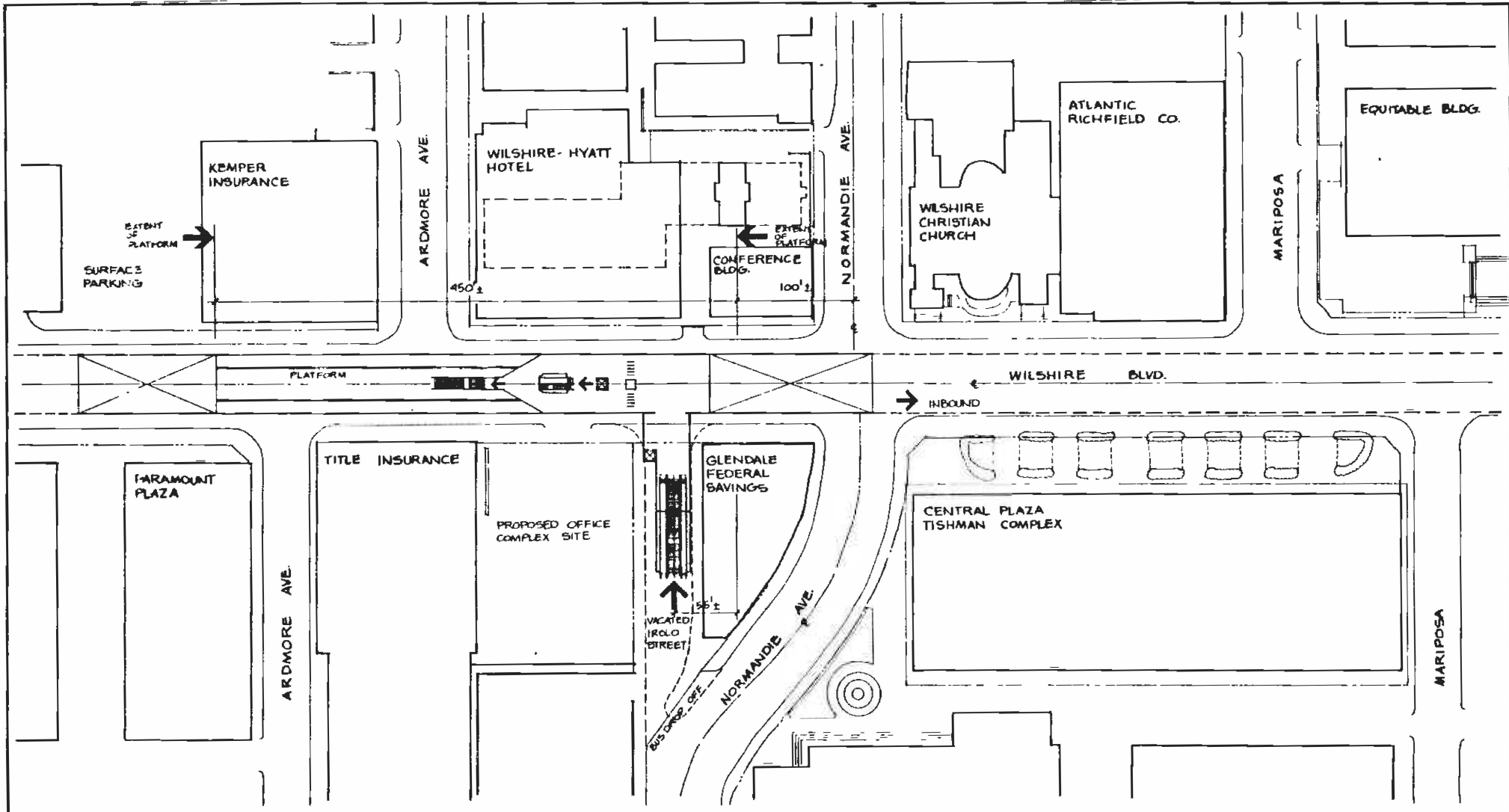
Design Unit A220, with stationing from 319 + 93 to 461 + 66, provides for line and complete station design of the Wilshire/Normandie and Wilshire/Western stations. Design includes all architectural, landscape architectural, civil, structural, mechanical, and electrical services required. Line construction will be bored tunnel, and station construction will be cut-and-cover.

The Wilshire/Normandie Station is located under Wilshire Boulevard between Ardmore and Normandie Streets. The historically significant Wilshire Christian Church, the Wilshire Hyatt Hotel, and the Central Plaza Office/Retail complex are all located at the Wilshire/Normandie intersection. Patronage demand is moderate. The station is planned with a single entry located in the Irolo Street right-of-way, since this street segment will be abandoned for vehicular use. The entry leads down to a single mezzanine and a center platform. Ancillary space will be provided at each end of the station.

The Wilshire/Western Station is located under Wilshire Boulevard between Western and Oxford Streets. The area along Wilshire has low to mid-rise commercial development. Patronage demand is moderately high. A single entry is planned for the northeast corner of Wilshire/Western in a property susceptible to further development. The Wiltern theatre, a historic landmark currently being renovated, is located on the southeast corner. A possible future entrance to the Union Bank on the SW corner must be considered. These entry points connect to a single mezzanine and a center platform. Ancillary space is located beyond each platform end and a traction power substation is located under Oxford Street.

The twin bored tunnels begin just west of Vermont Station and proceed west re-joining Wilshire Boulevard at Catalina Street. The tunnels are in soft sedimentary rock deposits which may contain oil and hydrocarbon gas under Wilshire Boulevard until Wilshire/Normandie Station where they enter mixed alluvial deposits (clays, sands and silts) up to Wilshire/Western Station. As they leave Western Station proceeding west they dive through the waterbearing San Pedro sand and re-enter soft sedimentary rock deposits at Wilton Place. The tunnels remain in this formation, which again may contain oil and hydrocarbon gas, up to Highland Avenue where they climb through the San Pedro sand to the mixed alluvial deposits prior to entering the pocket track structure adjacent to Wilshire/La Brea Station.

The design of a mid-line ventilation shaft between Wilshire/Western and Wilshire/La Brea Stations is included in this design unit, along with a series of between tunnel cross-passages.



PRELIMINARY: FOR STUDY PURPOSES ONLY

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY: J. W. G. / AAS, TBC
 DRAWN BY: M. POINDEXTER
 CHECKED BY: DATE



HARRY WEESE & ASSOCIATES
 TIPPETTS-ABBETT-McCARTHY-BRATTON
 ENVIRONMENTAL COLLABORATIVE, INC.
 QIN WONG ASSOCIATES
 General Architectural Consultants Stationing
 SUBMITTED BY: PROJECT NUMBER:

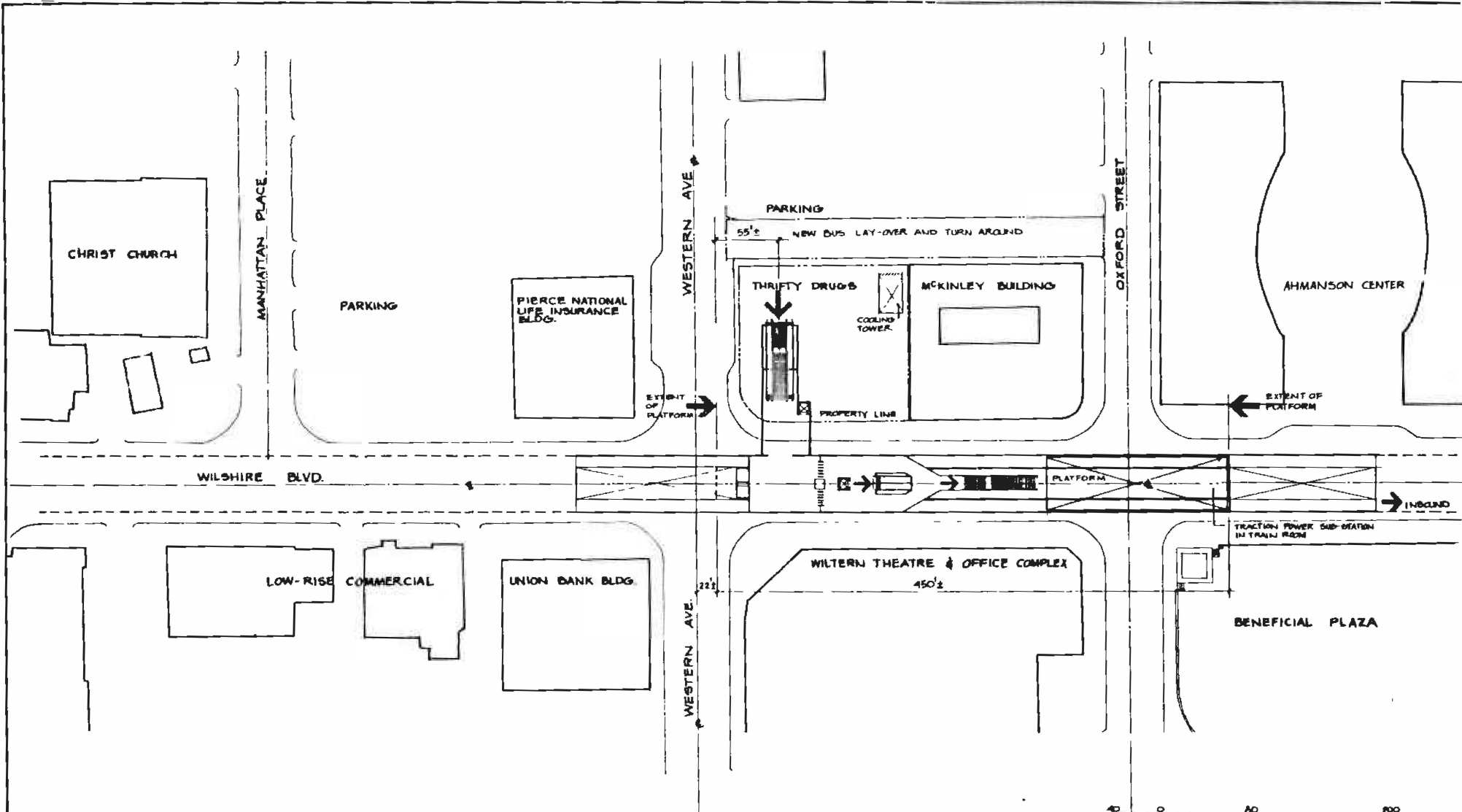
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

APPROVAL RECOMMENDED: _____ DATE: _____
 APPROVED: _____ DATE: _____
 MANAGER / CHIEF ENGINEER: _____ DATE: _____

WILSHIRE / NORMANDIE STATION

CONTRACT NO. _____
 DRAWING NO. _____
 SCALE: 1" = 40' ±
 SHEET NO. 7

CONTRACT NO.	
DRAWING NO.	
SCALE	1" = 40' ±
SHEET NO.	7



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY



ENCLOSURE 6

REV	DATE	BY	APP	DESCRIPTION



HARRY WEISE & ASSOCIATES
 TIPPETT-ARRETT-McCARTHY-STRAITON
 ENVIRONMENTAL COLLABORATIVE, INC.
 GUY WONG ASSOCIATES
 General Architectural Consultant Station
 SUBMITTED BY:
 PROJECT MANAGER

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT
 APPROVAL RECOMMENDED
 APPROVED
 WILSHIRE / WESTERN STATION
 DATE

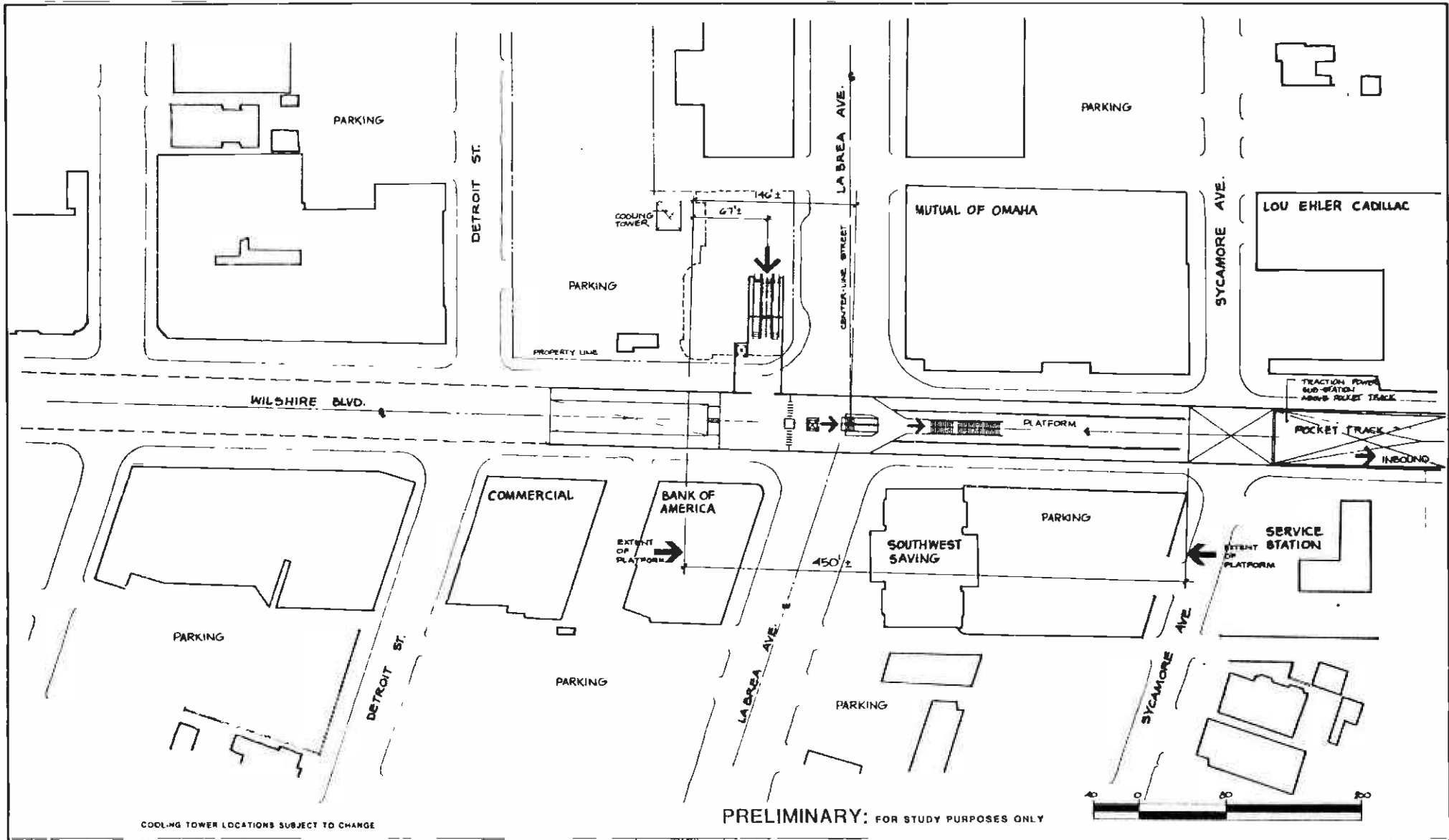
WILSHIRE / WESTERN STATION
 SHEET NO. 2
 SCALE SEE ADJ. E

Design Unit A245, with stationing from approximately 461 + 66 to 510, provides line and complete Wilshire/La Brea Station and pocket track design, and includes all architectural, landscape architectural, civil, structural, mechanical, and electrical services required. All construction will be by the cut-and-cover method.

The Wilshire/La Brea Station is located under Wilshire Boulevard between Detroit Street and Sycamore Avenue. It is surrounded by low and medium-rise development and has been planned with a single entry, single mezzanine, and center platform. The entry is located at the NW corner of Wilshire/La Brea on a site that appears susceptible to further development. The Mutual of Omaha Building, a historic landmark, is located on the NE corner. Patronage demand is moderately low.

A double-ended center pocket track will be located at the east end of the station, over which a traction power substation will be placed.

The station structure will be located in Old Alluvium (sometimes oil contaminated), oil saturated San Pedro sand and Puente/Fernando Formation.



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY

DESIGNED BY	DATE	BY	DATE
DRAWN BY	DATE	BY	DATE
CHECKED BY	DATE	BY	DATE
REV	DATE	BY	DESCRIPTION

HARRY WEESE & ASSOCIATES
 TIPPETT-ABBETT-McCARTHY-STRAITON
 ENVIRONMENTAL COLLABORATIVE, INC.
 QIN WONG ASSOCIATES
 General Architectural Consultants: Stations
 Submitted by _____
 PROJECT MANAGER _____

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

APPROVAL RECOMMENDED _____ DATE _____
 APPROVED _____ DATE _____
 Submitted by _____ Reg No _____ WILSHIRE / LA BREA STATION App By _____

WILSHIRE / LA BREA STATION

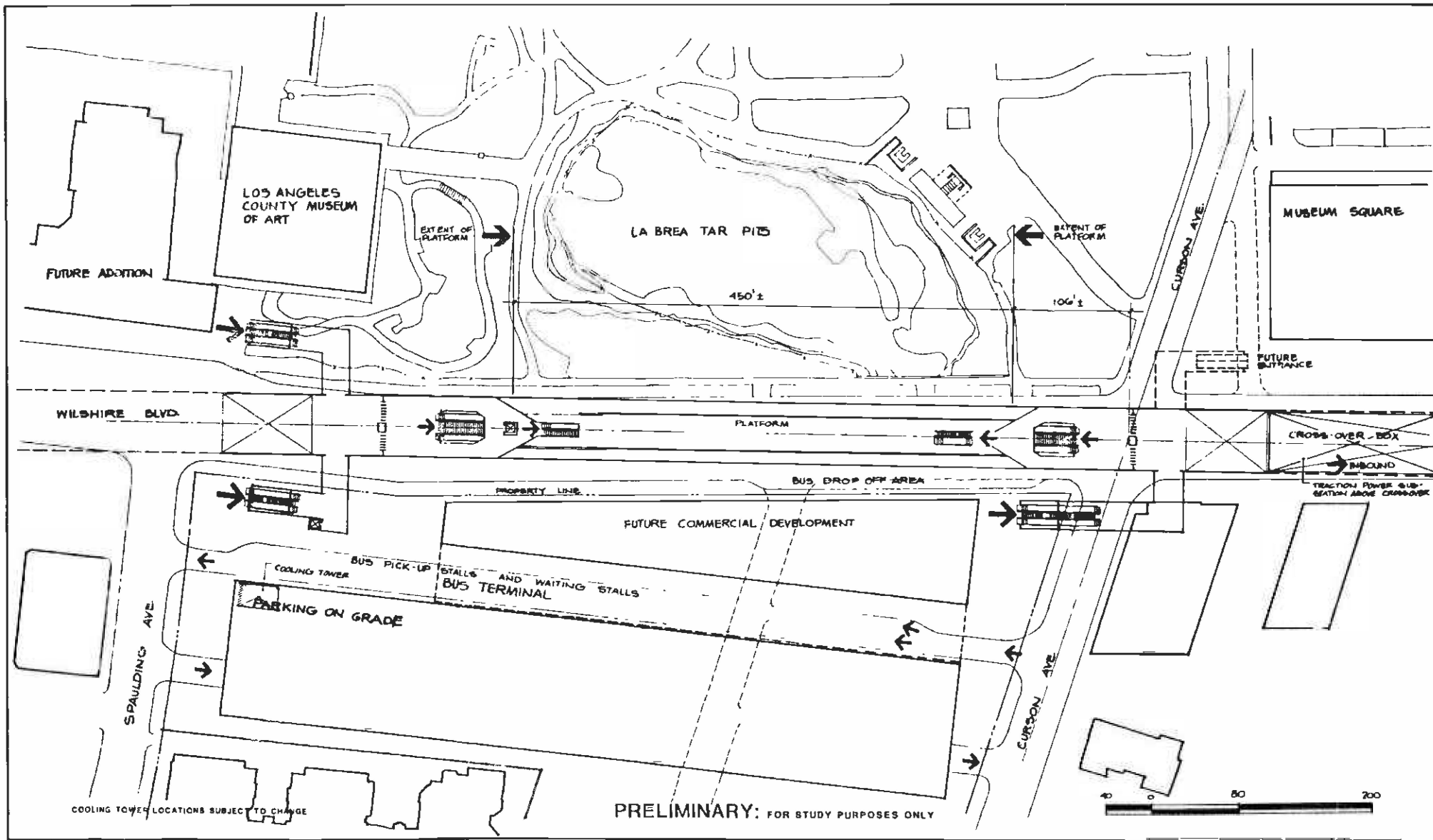
CONTRACT NO. _____
 DRAWING NO. _____
 SCALE: 1/8" = 1'-0"
 SHEET NO. 13

Design Unit A250, with stationing from approximately 510 to 567, provides line and complete Wilshire/Fairfax Station design, and includes all architectural, landscape architectural, civil, structural, mechanical, and electrical services required. Line construction will be bored tunnel. Station construction will be cut-and-cover.

The Wilshire/Fairfax Station is located under Wilshire Boulevard between Curson and Spaulding Avenues. The station will be a receptor for bus and auto passengers arriving from the west and transferring to the Metro Rail System, and will have a mezzanine and entries at each end of a center platform. An off-street bus terminal is planned, located on the south side of Wilshire. Three entries are to be included; one for the east mezzanine and one for the west mezzanine south of Wilshire serving the bus facilities, and one for the west mezzanine north of Wilshire and serving the Los Angeles County Museum of Arts. Ancillary spaces are located at each end of the station.

The line section begins at the western end of the Wilshire/La Brea Station and continues west under Wilshire Boulevard to Spaulding Avenue where it turns north to Fairfax Avenue at Lindenhurst and continuing to south of Fairfax/Beverly Station. The line section will be tunneled through mixed alluvial deposits (sands, clays and silts) which are known to be contaminated by oil and hydrocarbon in the region of the La Brea Tar Pits extending from west of Wilshire/La Brea Station to the end of the turn into Fairfax Avenue.

The design of two double cross-over/structures tunnel cross-passages are included in this design unit.



REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY: DATE: 11/15/05
 DRAWN BY: DATE: 11/15/05
 M. PENDER
 CHECKED BY: DATE:



HARRY WEESE & ASSOCIATES
 TIPPETT-ABBETT-MCCARTHY-STRAITON
 ENVIRONMENTAL COLLABORATIVE, INC.
 ORION WONG ASSOCIATES
 General Architectural Consultants: Station
 SUBMITTED BY:
 PROJECT MANAGER:

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT
 APPROVAL RECOMMENDED: DATE: _____
 APPROVED: DATE: _____
 MANAGER: CHIEF ENG. HEAD: _____
 REP. NO. _____

WILSHIRE / FAIRFAX STATION

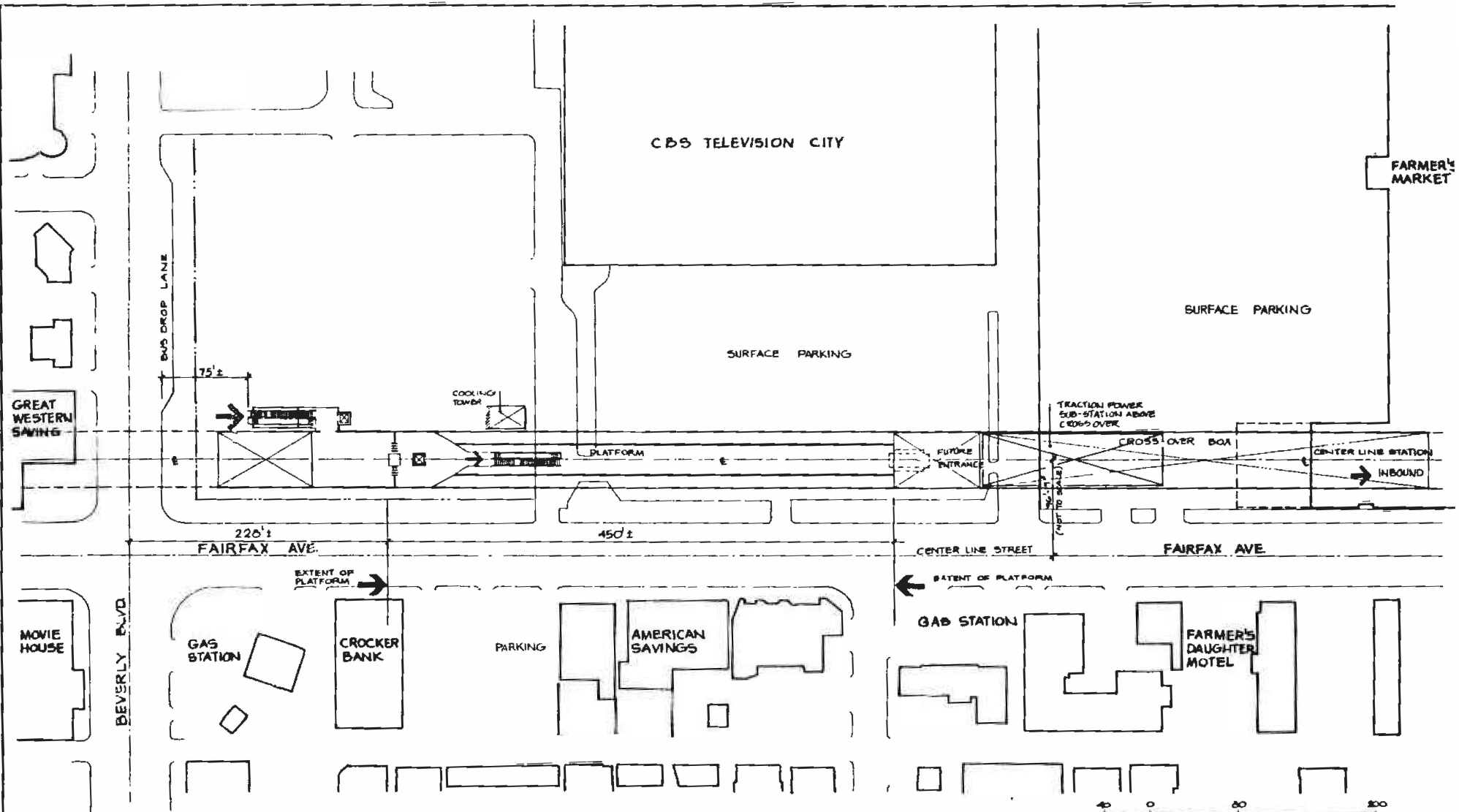
CONTRACT NO. _____
 DRAWING NO. _____
 SCALE: 1" = 300'
 SHEET NO. 1

Design Unit A275, with stationing from approximately 567 to 574 + 51, provides complete station design including all architectural, landscape architectural, civil, structural, mechanical, and electrical services required. Station construction will be by the cut-and-cover method.

The Fairfax/Beverly Station is located off-street approximately 100 feet east of Fairfax and immediately south of Beverly on property presently owned by CBS Television City. A single entrance and mezzanine are initially planned at the north end of the station connecting to a center platform; however, a future south entry and mezzanine accommodating anticipated CBS and Farmer's Market development will not be precluded. Patronage demand for this station is moderate. Ancillary space is located at each end of the station.

Parking at the Fairfax/Beverly Station is for 500 cars initially and 500 cars future is currently planned. This assignment will not be part of the Design Unit A275 work effort.

The and station structure will be located in Old Alluvium (sometimes oil contaminated), oil saturated San Pedro Sand and Puente/Fernando Formation. A traction power substation will be located over the cross-over structure.



CONCRETE TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY



ENCLOSURE 9

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY: DATE 1-25-55
W.W. WANK JR.
 DRAWN BY: DATE 1-25-55
M. POINTEAUX
 CHECKED BY: DATE



HARRY WEESE & ASSOCIATES
 TIPPETT-ABBETT-McCARTHY-STRATTON
 ENVIRONMENTAL COLLABORATIVE, INC.
 GIN WONG ASSOCIATES
 General Architectural Consultants: Station
 SUBMITTED BY:
 PROJECT NUMBER:

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

APPROVAL RECOMMENDER: Reg. No.
 APPROVED: DATE:
 MANAGER / CHIEF ENGINEER: Reg. No.

FAIRFAX / BEVERLY STATION

DATE:
 SCALE: SEE ABOVE
 SHEET NO: 12

DATE:
 SHEET NO: 12

Design Unit A310, with stationing from 574 + 51 to 751 + 97, provides line and complete station design for the Fairfax/Santa Monica and La Brea/Sunset Stations. Design includes all architectural, landscape architectural, civil, structural, mechanical, and electrical services required. The line sections will be twin bored tunnel, and station and cross-over construction will be cut-and-cover.

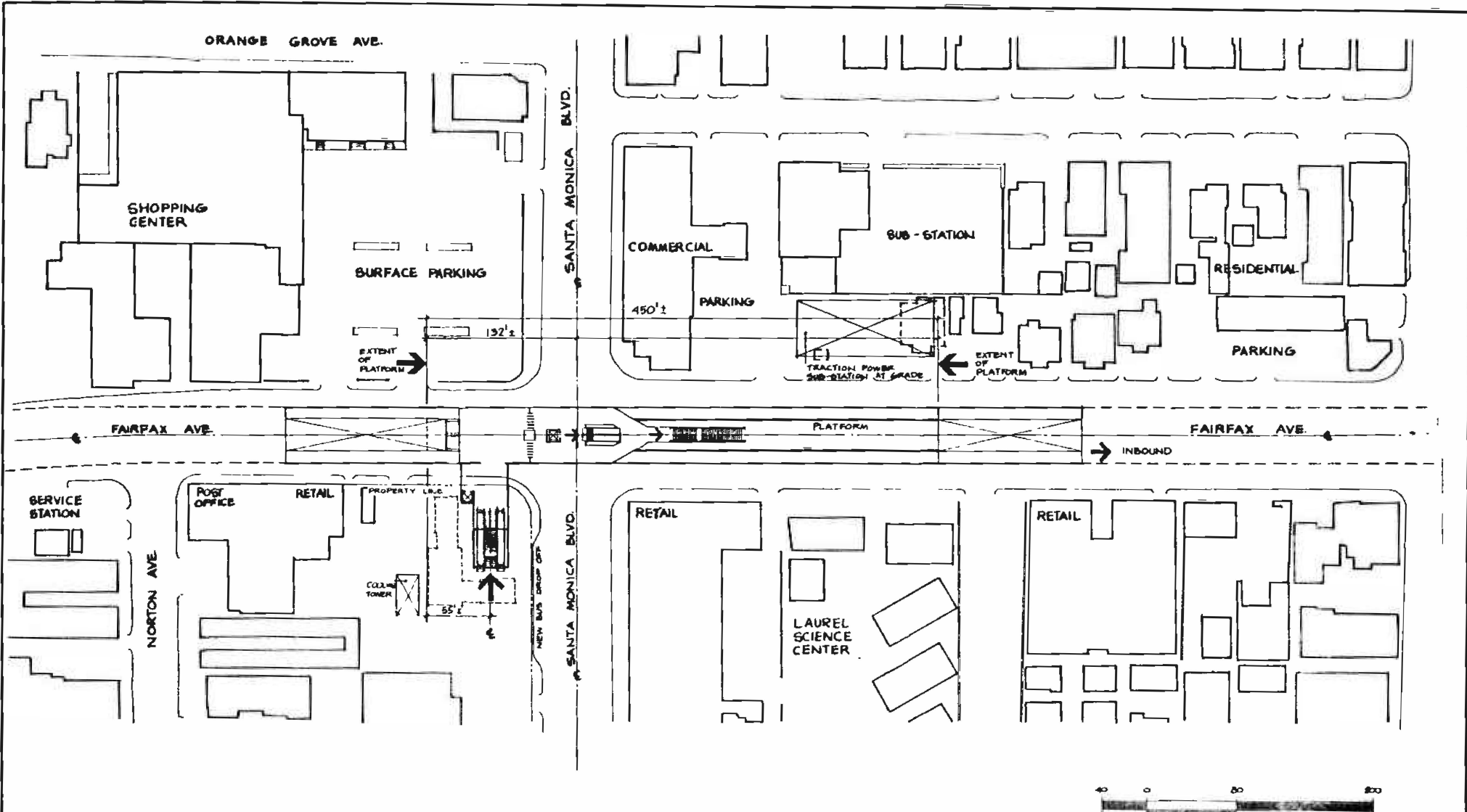
The Fairfax/Santa Monica Station is located under Fairfax Avenue between Romaine and Norton Streets. The area contains low-rise commercial development and a neighborhood shopping center. Patronage demand is moderate. The station is planned with a single entrance on the NW corner of Fairfax/Santa Monica, connecting to a single mezzanine and a center platform. Provision will be made for a future entrance on the NE corner connecting to the mezzanine. There is a possibility that a light rail or intermediate capacity transit system will be provided by others from the west along Santa Monica Boulevard which could interface with this station. Ancillary spaces are provided at each end of the station and a traction power substation is located off street and at grade.

The La Brea/Sunset Station is located under Sunset Boulevard between Formosa and La Brea Avenues. The surrounding area is primarily residential in character with low-rise commercial development on the major streets. Patronage demand is very low. A single entrance on the SW corner of La Brea/Sunset is planned, connecting to a single mezzanine and center platform. Ancillary spaces are located at each end of the station, and a double cross-over, over which a below-grade traction power substation is placed, lies just west of the station.

The line section begins just north of Fairfax/Beverly Station and continues north under Fairfax Avenue and begins to curve east midblock between Fountain and Sunset to join Sunset at Genesee Avenue. Line continues east under Sunset Boulevard and curves north at Hudson Avenue, crossing under Wilcox Avenue and continuing up to the Hollywood/Cahuenga Station, just west and parallel to Cahuenga Boulevard. A double cross-over is located just west of La Brea/Sunset Station.

The line section will pass through mixed alluvial deposits of sand, silt, and clays, sometimes dry and sometimes waterbearing. The station structures and cross-overs are also founded on these deposits.

The design of tunnel cross-passages is included in this design unit.



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY

REV	DATE	APP	DESCRIPTION

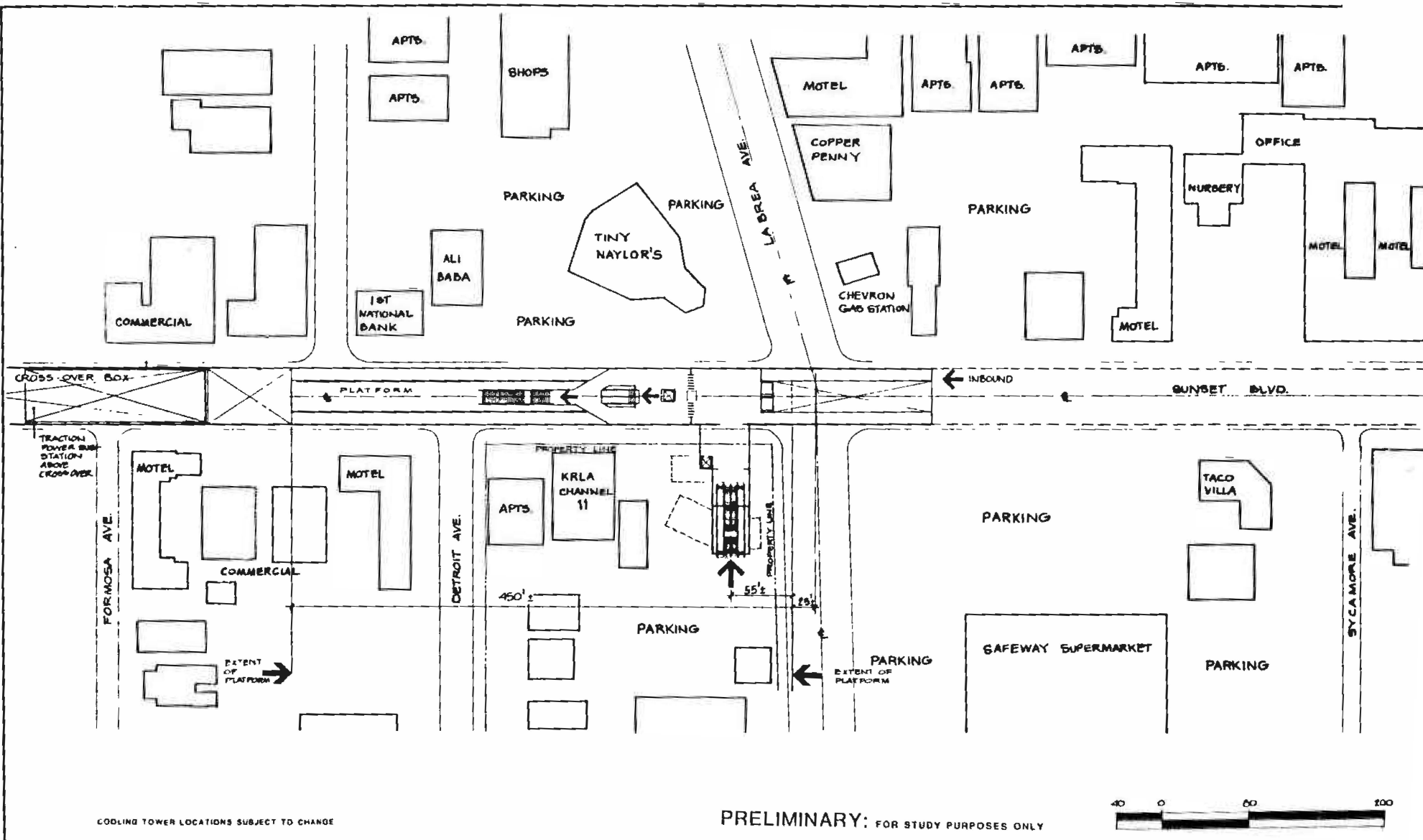
DESIGNED BY: **DATE: 12/22/00**
 DRAWN BY: **DATE: 12/22/00**
M. FINDER
 CHECKED BY: **DATE:**



HARRY WEESE & ASSOCIATES
 TYPE 1 - ABBE T-MCCARTHY-STRATTON
 ENVIRONMENTAL COLLABORATIVE INC.
 CIVIL WORKS ASSOCIATES
 SENIOR ARCHITECTURAL CONSULTANTS: DISTRICT
 SUBMIT BY: _____
 PROJECT: _____

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO R/T PROJECT
 APPROVAL REQ: _____ INCHES _____ APPROVER: _____ DATE: _____
 MANAGER / CHIEF ENGINEER: _____ DATE: _____

FAIRFAX / SANTA MONICA STATION
 CONTRACT NO. _____
 DRAWING NO. _____
 SCALE: _____
 SHEET NO. **3**



PRELIMINARY: FOR STUDY PURPOSES ONLY



ENCLOSURE 10

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY: *[Signature]* Date: 1/16/00
 DRAWN BY: M. HONGKATER Date: 1/16/00
 CHECKED BY: Date: 1/16/00



HARRY WEESE & ASSOCIATES
 TIPPEY'S-ABBETT-McCARTHY-STRATTON
 ENVIRONMENTAL COLLABORATIVE, INC.
 GUN WONG ASSOCIATES
 General Architectural Consultants: Stations
 SUBMITTED BY: _____
 PROJECT MANAGER: _____

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
MEYTO RAIL PROJECT

APPROVAL RECOMMENDED: _____ DATE: _____
 APPROVED: _____ DATE: _____
 MANAGER / CHIEF ENGINEER: _____

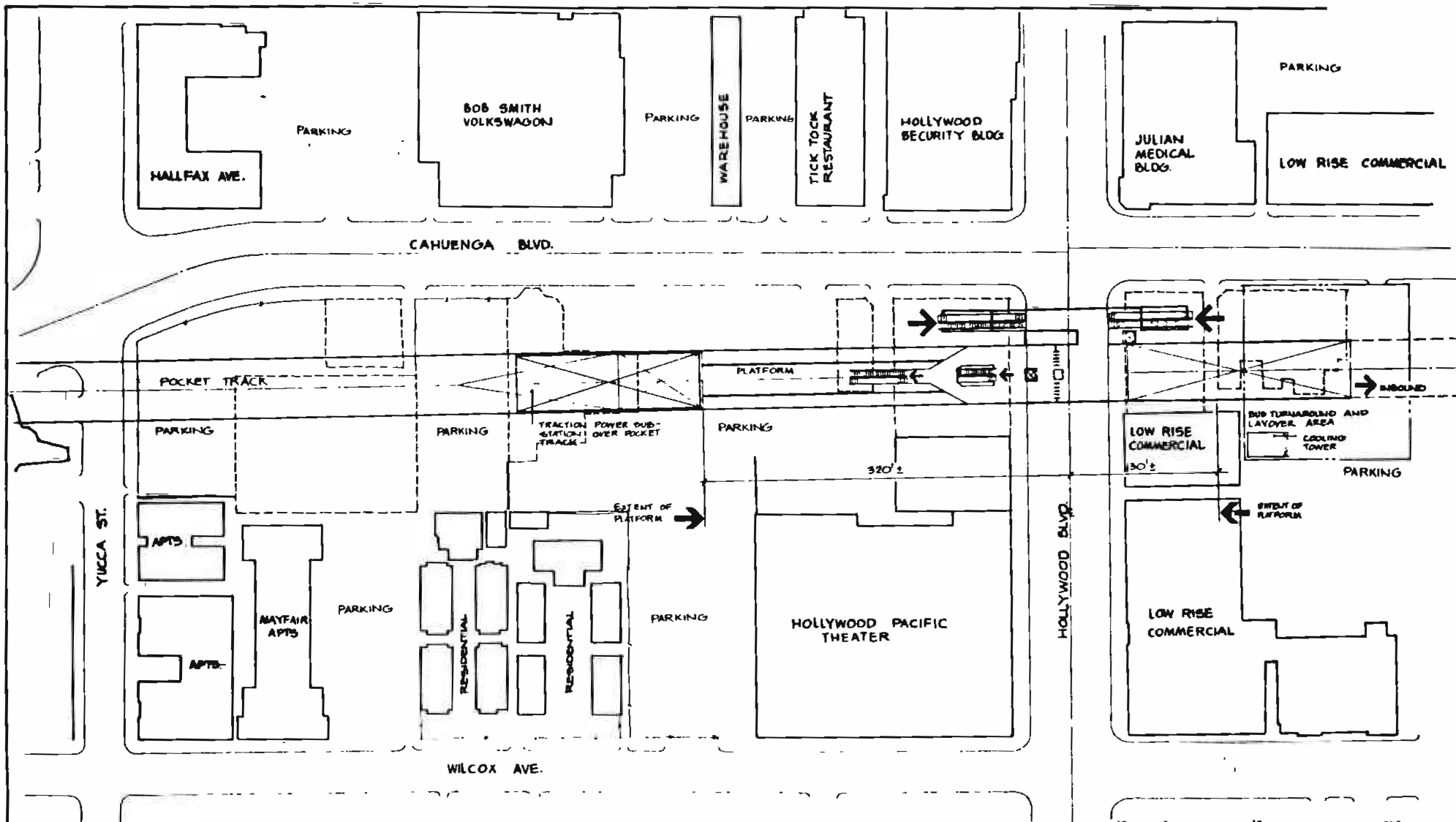
LA BREA / SUNSET STATION

SCALE: 1" = 40'
 REVISIONS:
 1. _____
 2. _____
 3. _____

Design Unit A350, with stationing from 751 + 97 to 769 + 46, provides complete design of the Hollywood/Cahuenga Station and pocket track. Design includes all architectural, landscape architectural, civil, structural, mechanical, and electrical services required. All construction will be by the cut-and-cover method.

The Hollywood/Cahuenga Station will be located off-street running north-south along the west side of Cahuenga from a point just south of Hollywood Boulevard to Yucca Street. This station is located in the heart of the Hollywood commercial area. In addition to passengers whose destination is the station area, many patrons will be transferring to and from buses running on Hollywood Boulevard. To facilitate this transfer, a bus turnaround and layover area is proposed for the site immediately south of the station. Patronage demand is moderately high. Entrances on the NW and SW corners of Hollywood/Cahuenga are planned, connecting to a single mezzanine and center platform. Ancillary spaces are located at each end of the station.

A pocket track is planned immediately north of the station, over which a traction power substation is located.



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY FOR STUD PURPOSES ONLY



<table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	DESCRIPTION										DRAWN BY DATE CHECKED BY DATE		WEESE & ASSOCIATES ARCHITECTS 4801 MCCARTHY BLVD SANTA MONICA, CALIF. 90405 PHONE: (310) 318-1111	DRAWN BY DATE CHECKED BY DATE	CALIFORNIA METRO RAIL PUBLIC TRANSPORTATION DISTRICT PROJECT	HOLLYWOOD / CAHUENGA STATION	CONTRACT NO. DRAWING NO. SCALE SHEET NO.
	NO.	DATE	DESCRIPTION																
RECEIVED BY DATE		HARTMAN & ASSOCIATES ENVIRONMENTAL CONSULTANTS 1000 WILSON BLVD SUITE 100 SANTA MONICA, CALIF. 90405		APPROVAL ALL		CONTRACT NO.													

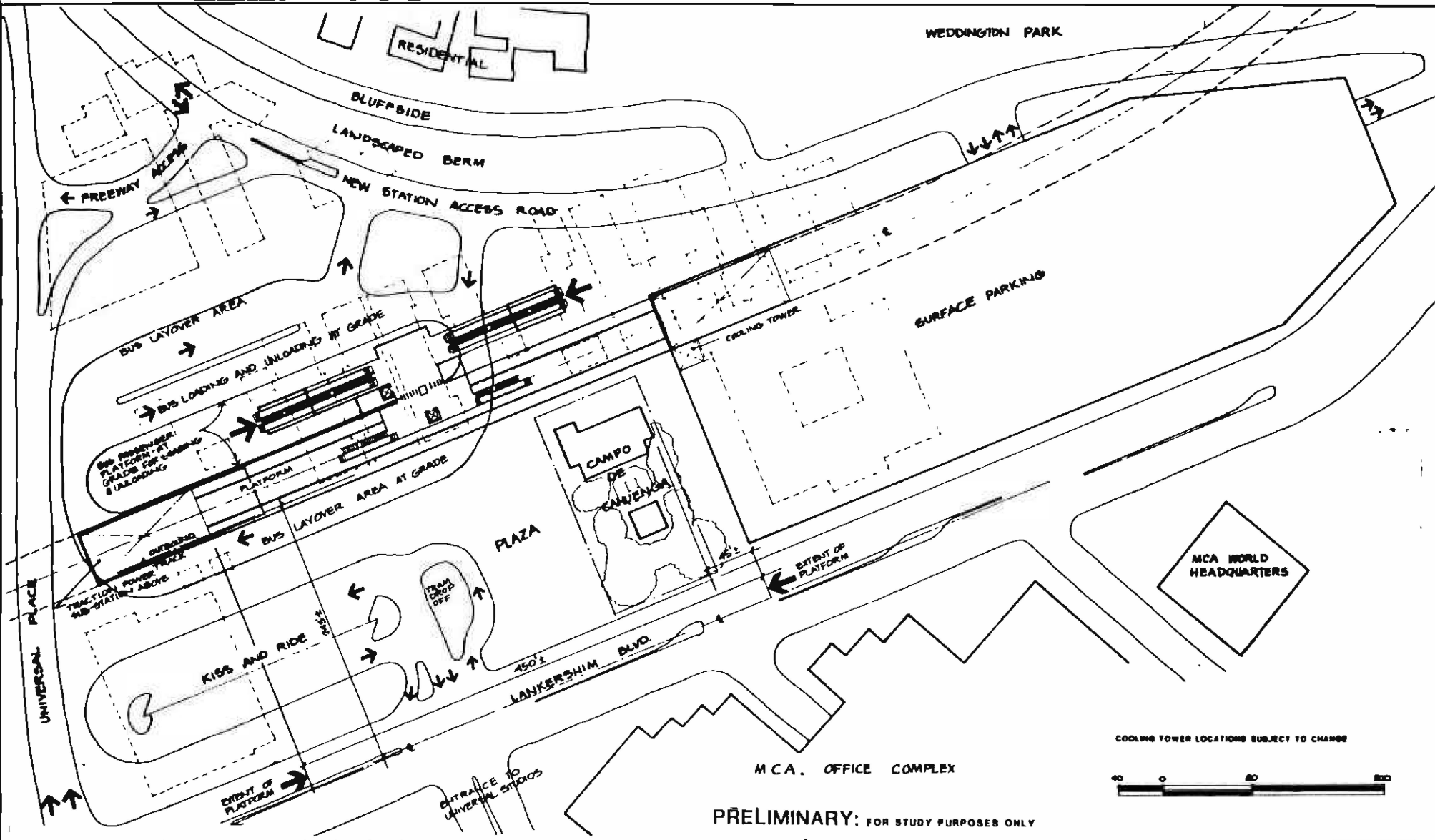
Design Unit A410, with stationing from 796 + 46 to 933 + 34 is for line design starting just south of the Hollywood Freeway and curving westward beneath the freeway. Line continues through the Santa Monica Mountains to the Universal City Station, just north of the Hollywood Freeway and west of Lankershim Boulevard. The design of the Universal City Station is not included in this Design Unit.

The line section in this design unit comprises twin bored tunnels, cross-passages and two vertical ventilation shafts, all in the Topanga Formation Rocks, of the Santa Monica Mountains. This formation is made up of basalt, sandstone, siltstone, and conglomerate which is sometimes relatively intact but frequently is scrawny and closely jointed. The tunnels pass through several known areas of faulting.

Design Unit A425, with stationing from 769 + 46 to 933 + 34, provides complete design for the Universal City Station, including all architectural, landscape architectural, civil, structural, mechanical, and electrical services required. Station construction will be by the cut-and-cover method.

The Universal City Station will be located off-street, in an area bounded by Lankershim Boulevard on the east, Universal Place on the south, and Bluffside Drive on the west and north. MCA Headquarters and Universal Studios are immediately to the east. Areas to the west are either residential or parkland. In addition to patrons whose destination is the station area, a sizeable number of patrons are projected to arrive by auto and bus, and continue on Metro Rail. To accommodate these demands, a bus terminal with an 8 bus boarding and 10 bus layover capacity is planned and 40 spaces for kiss-ride. A parking structure for approximately 2000 autos is also planned, but this will not be part of the A425 assignment. Certain traffic, street and highway improvements may be included in the program to improve access to the station and related facilities.

The Campo de Cahuenga, a historic landmark and small park is located on the station site. Station patronage is moderately high. Two entrances are planned, one serving the bus terminal and the other oriented toward pedestrians and the parking facility, leading to a single mezzanine and center platform. Ancillary spaces are located at each end of the station and include a traction power substation.



PRELIMINARY: FOR STUDY PURPOSES ONLY

NO.	DATE	BY	APP.	DESCRIPTION

DESIGNED BY: Date: 12/28/00
 DRAWN BY: M. RINDLEBERGER Date: 1/25/01
 CHECKED BY: Date:

HARRY WEEBE & ASSOCIATES
 TERRY R. WEEBE, P.E. / ARNETT MCCARTHY-BRAYTON
 ENVIRONMENTAL COLLABORATIVE, INC.
 824 WONG ASSOCIATES
 20000 Wilshire Blvd., Suite 200, Beverly Hills, CA 90210
 Telephone: (310) 276-1111
 Fax: (310) 276-1112
 Website: www.harryweebe.com

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

APPROVAL SIGNATURES: _____ DATE: _____
 APPROVED: _____ DATE: _____
 MANAGER / OMP SUBJECTS: _____ PAGE NO: _____

UNIVERSAL CITY STATION

PROJECT NO: _____
 DRAWING NO: _____
 SCALE: 1" = 30' (SEE ADJ.)
 SHEET NO: 6

Design Unit A430 with stationing from 940 + 18 to 1052 + 00 provides for design of the line section in twin bored tunnel beginning at the north side of the Universal City Station, curving west and linking with Lankershim Boulevard at the Los Angeles River. Line proceeds northerly under Lankershim Boulevard up to North Hollywood Station. The Design Unit includes the cut-and-cover double cross-over structure but does not include the North Hollywood Station.

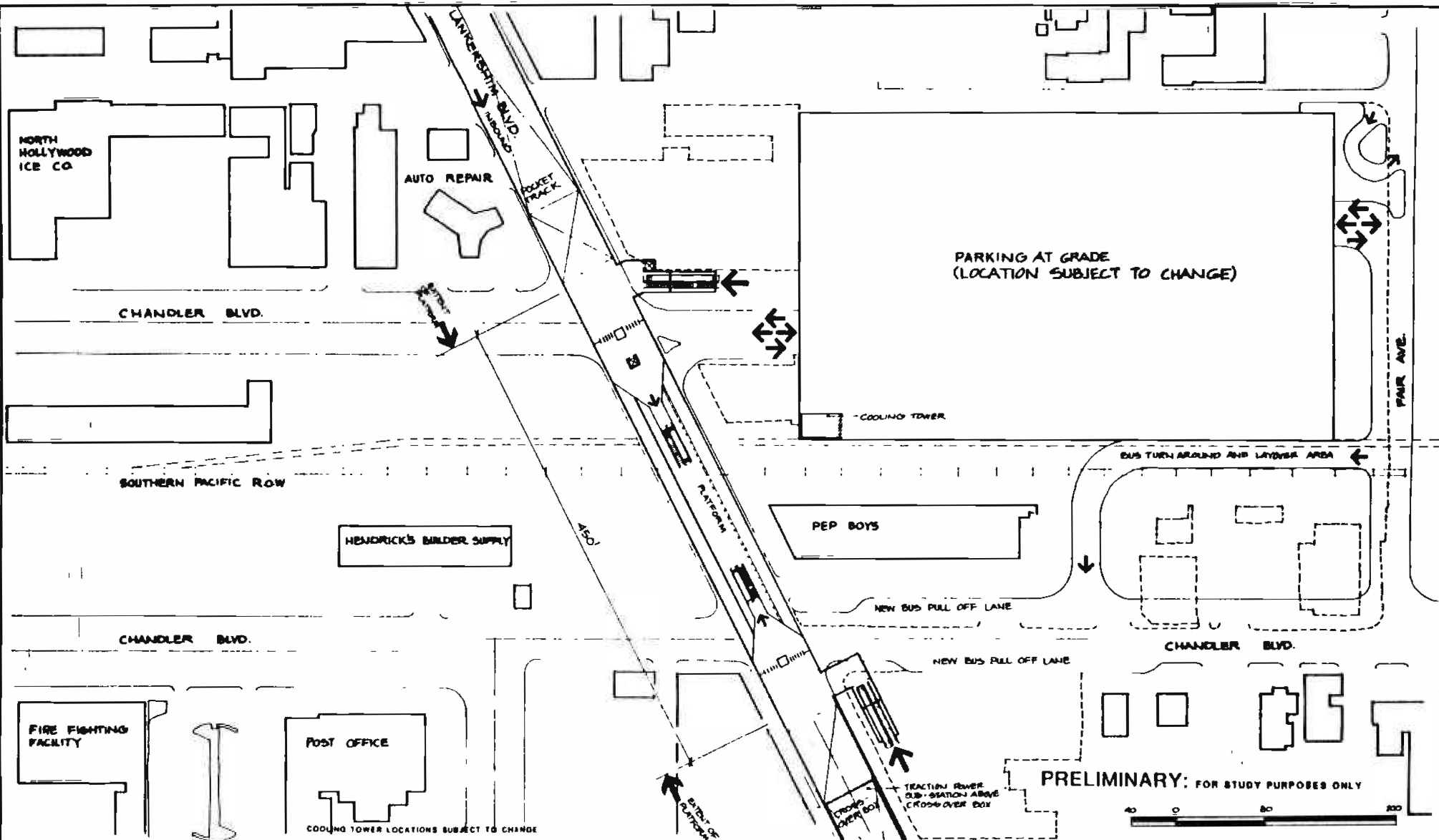
The twin bored tunnels will pass through mixed alluvial deposits of sand, silts, and clays which are know to be waterbearing under the Los Angeles River but are expected to be dry north of this area.

A mid-line ventilation shaft in cut-and-cover construction is included in this design unit along with the design of between tunnel cross-passages.

Design Unit A445, with stationing from 1052 + 00 to 1067 + 03, provides complete design of the North Hollywood Station and Pocket Track Structure. Design includes all architectural, landscape architectural, civil, structural, mechanical, and electrical services required. All construction will be by the cut-and-cover method.

The North Hollywood Station is located under Lankershim Boulevard straddling Chandler Boulevard in the North Hollywood Redevelopment Area of the Community Redevelopment Agency (CRA). The station serves the adjacent mixed residential, commercial and industrial development; a major proposed project of the North Hollywood Redevelopment Area bounded by Chandler on the north, Vineland on the east, Magnolia on the south, and Lankershim on the west; and commuters from points beyond this Metro Rail terminus who plan to use the parking facility. The parking structure is not part of the A445 assignment. Patronage demand is moderately high. An entrance and mezzanine are proposed at each end of the center platform. The northern entrance above Chandler and east of Lankershim serves the parking facilities; the southern entrance below Chandler and east of Lankershim will serve bus transfers and the CRA development. A bus turnaround and layover area is also proposed as part of the station program. Ancillary spaces are located at each end of the station and a traction power substation is included.

The North Hollywood and Pocket Tract Structures will be located in Young Alluvium.



DESIGNED BY: <i>[Signature]</i> DRAWN BY: <i>[Signature]</i> CHECKED BY: <i>[Signature]</i>		 <p>HARRY WEESE & ASSOCIATES TERRY'S ABBETT MCCARTHY-STRAITON ENVIRONMENTAL COLLABORATIVE INC GUY WONG ASSOCIATES General Architectural Consultants: Methods submitted by PROJECT MANAGER</p>	SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT 		CONTRACT NO. STATION NO. SCALE: 1/8" = 1'-0" SHEET NO. 7
APPROVAL RECOMMENDED: _____ APPROVED: _____ DATE: _____			DATE: _____ APP: _____ DESCRIPTION: _____		

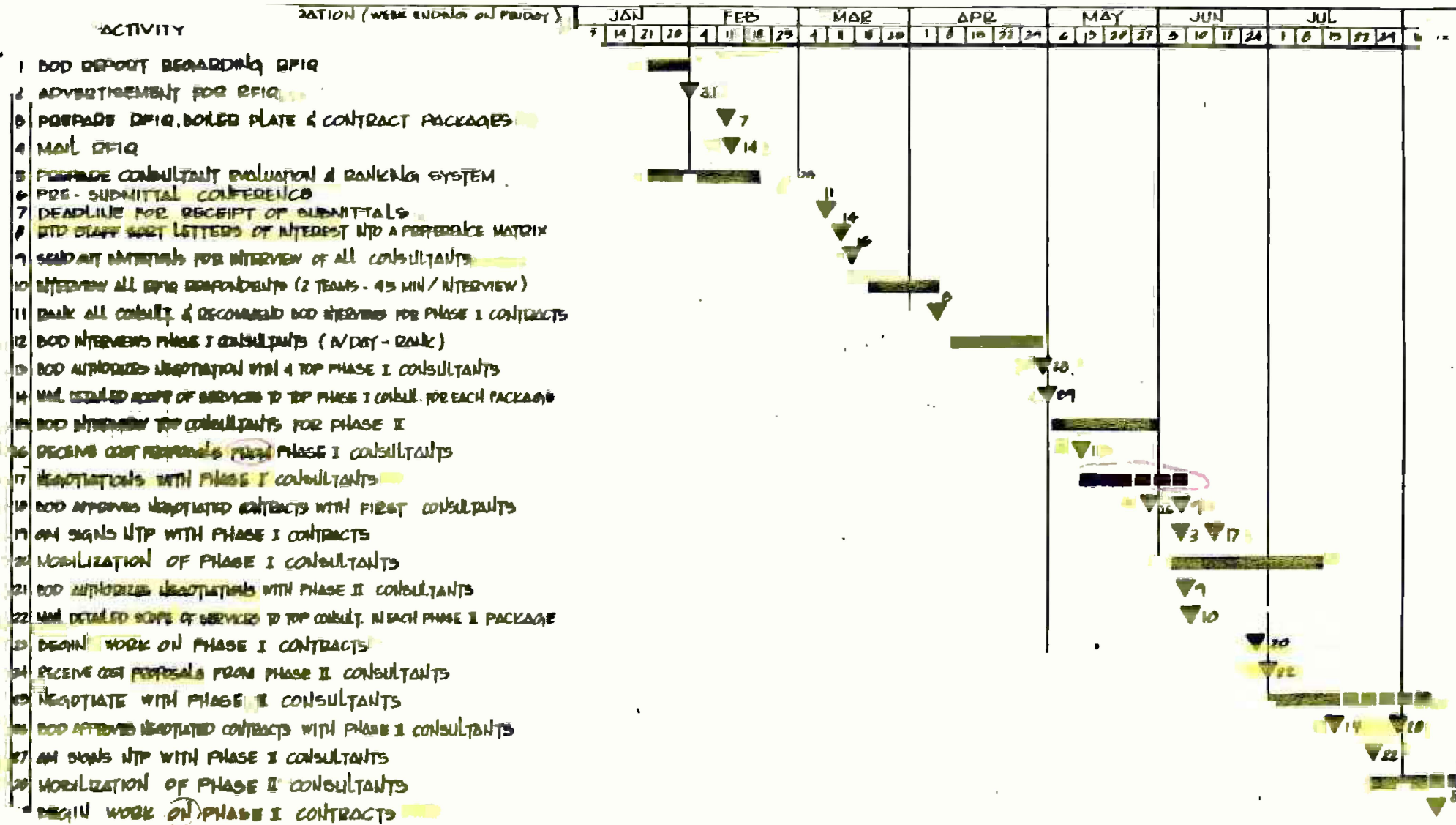
ENCLOSURE 16

CONTRACT PREFERENCE LIST

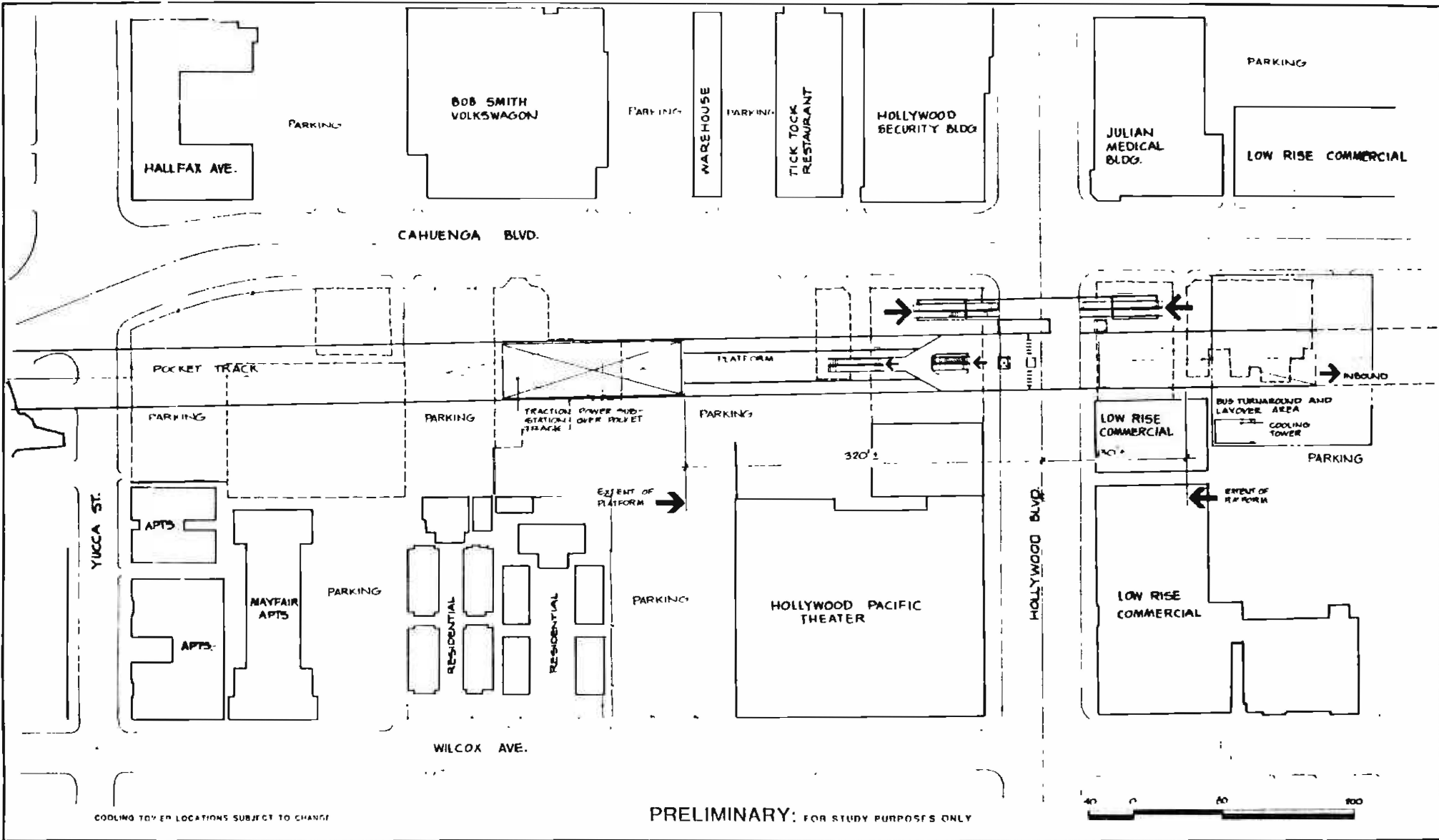
<u>PHASE I</u>	<u>CONTRACT</u>	<u>Phase I Numerical Preference</u>
A-140	Tunnel segment between Union Station & 7th/Flower Station, including Civic Center & 5th /Hill Stations	
A-165	7th/Flower Station	
A-170	Tunnel segment from 7th/Flower to Wilshire/Vermont, including the Station at Wilshire/Alvarado	
A-195	Wilshire/Vermont Station	
<u>PHASE II</u>	<u>CONTRACT</u>	<u>Phase II Numerical Preference</u>
A-220	Tunnel segment between Wilshire/Vermont & Wilshire/LaBrea, including the Wilshire/Normandie & Wilshire/Western Stations.	
A-245	Wilshire/LaBrea Station and Pocket Track	
A-250	Tunnel segment from Wilshire/LaBrea to Fairfax/Beverly, including the Wilshire/Fairfax Station	
A-275	Fairfax/Beverly Station	
A-310	Tunnel segment from Fairfax/Beverly to Hollywood/Cahuenga, including the Fairfax/Santa Monica & LaBrea/Sunset Stations	
A-350	Hollywood/Cahuenga Station and Pocket Track	
A-410	Tunnel segment from Hollywood/Cahuenga to Universal City Station	
A-425	Universal City Station	
A-430	Tunnel segment between Universal City Station & North Hollywood Station	
A-445	North Hollywood Station & End Line Storage Track	

NOTE: Contract A-100, Central Yards and Shops is to be awarded to DMJM/PBQ&D and Contract A-135, Union Station is to be awarded to Harry Weese & Associates.

RFIQ PLANNING SCHEDULE

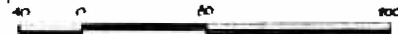


LEGEND : CPB - CONTINUING PRELIMINARY ENGINEERING
 RFIQ - REQUESTS FOR INTEREST QUALIFICATIONS
 PHASE I CONTRACTS - A100 SERIES
 PHASE II CONTRACTS - A200 - A400 SERIES
 NTP - NOTICE TO PROCEED
 BOD - BOARD OF DIRECTORS



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY



ENCLOSURE 11

NO.	DATE	BY	APP.

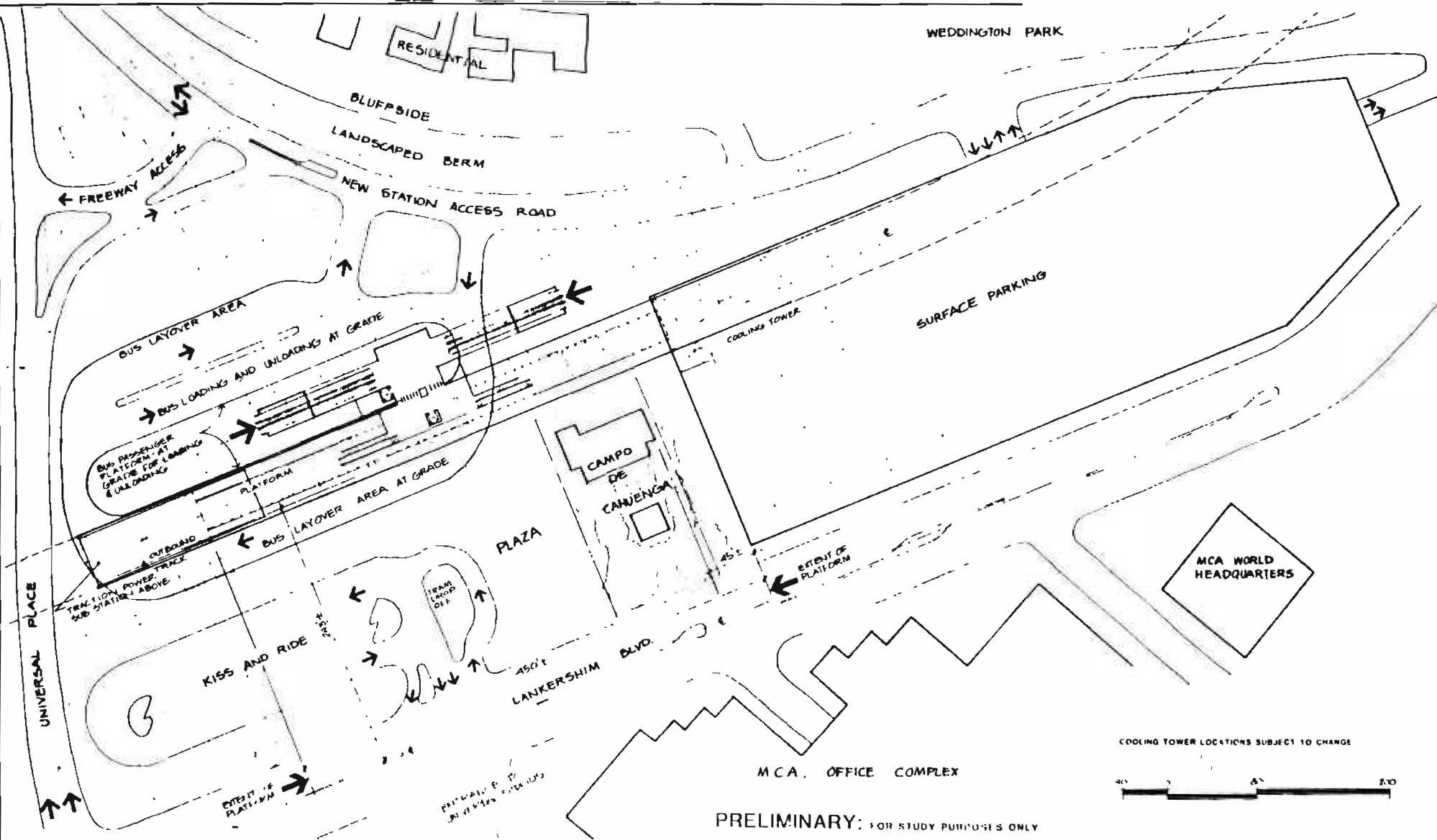
HARRY WEISE & ASSOCIATES
 ENGINEERS ARCHITECTS INTERIOR DESIGNERS
 ENVIRONMENTAL CONSULTANTS, INC.
 ONE WOODS ASSOCIATES
 General Architectural Consultant - Station
 Submitted by: _____

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

APPROVAL: _____ DATE: _____
 PROJECT LEAD ENGINEER: _____

HOLLYWOOD / CAHUENGA STATION

PROJECT NO. _____
 DRAWING NO. _____
 SCALE: SEE ABC 10
 DATE: _____

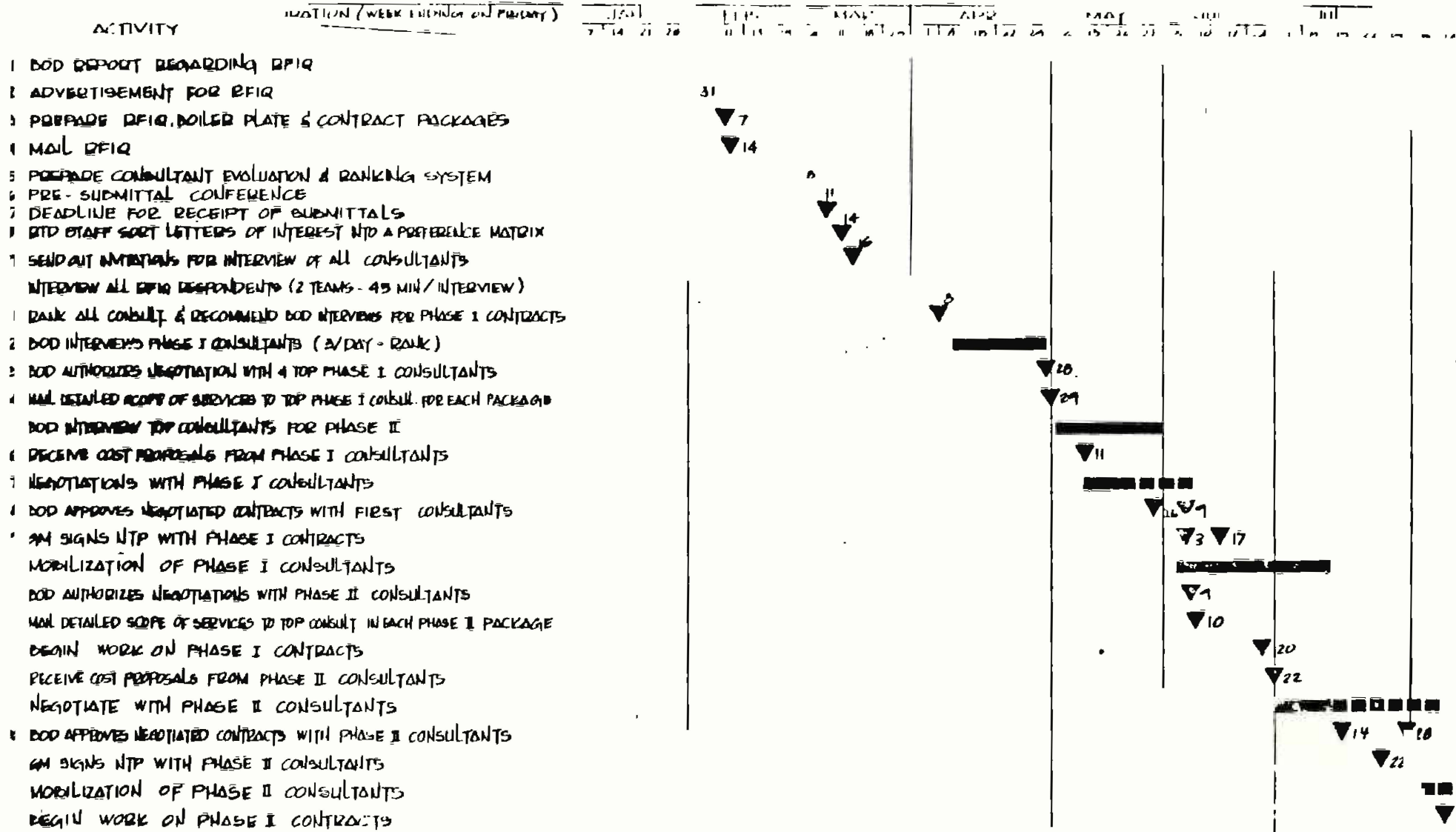


COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY

NO. DATE BY APP. DESCRIPTION	PREPARED BY: DATE:	HARRY WEEDE & ASSOCIATES, INC. ENGINEERS ARCHITECTS INTERIORS 1000 N. GARDEN AVENUE, SUITE 100 GARDEN CITY, CALIFORNIA 92345 (916) 441-1111	SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO JJA PROJECT	METRO JJA PROJECT	UNIVERSAL CITY STATION	DATE:
	CHECKED BY: DATE:		APPROVAL:		APPROVAL:	DATE:

RFIQ PLANNING SCHEDULE



LEGEND :
 CPE - CONTINUING PRELIMINARY ENGINEERING
 RFIQ - REQUESTS FOR INTEREST QUALIFICATIONS
 PHASE I CONTRACTS - A100 SERIES
 PHASE II CONTRACTS - A200 - A400 SERIES
 NTP - NOTICE TO PROCEED
 BOD - BOARD OF DIRECTORS



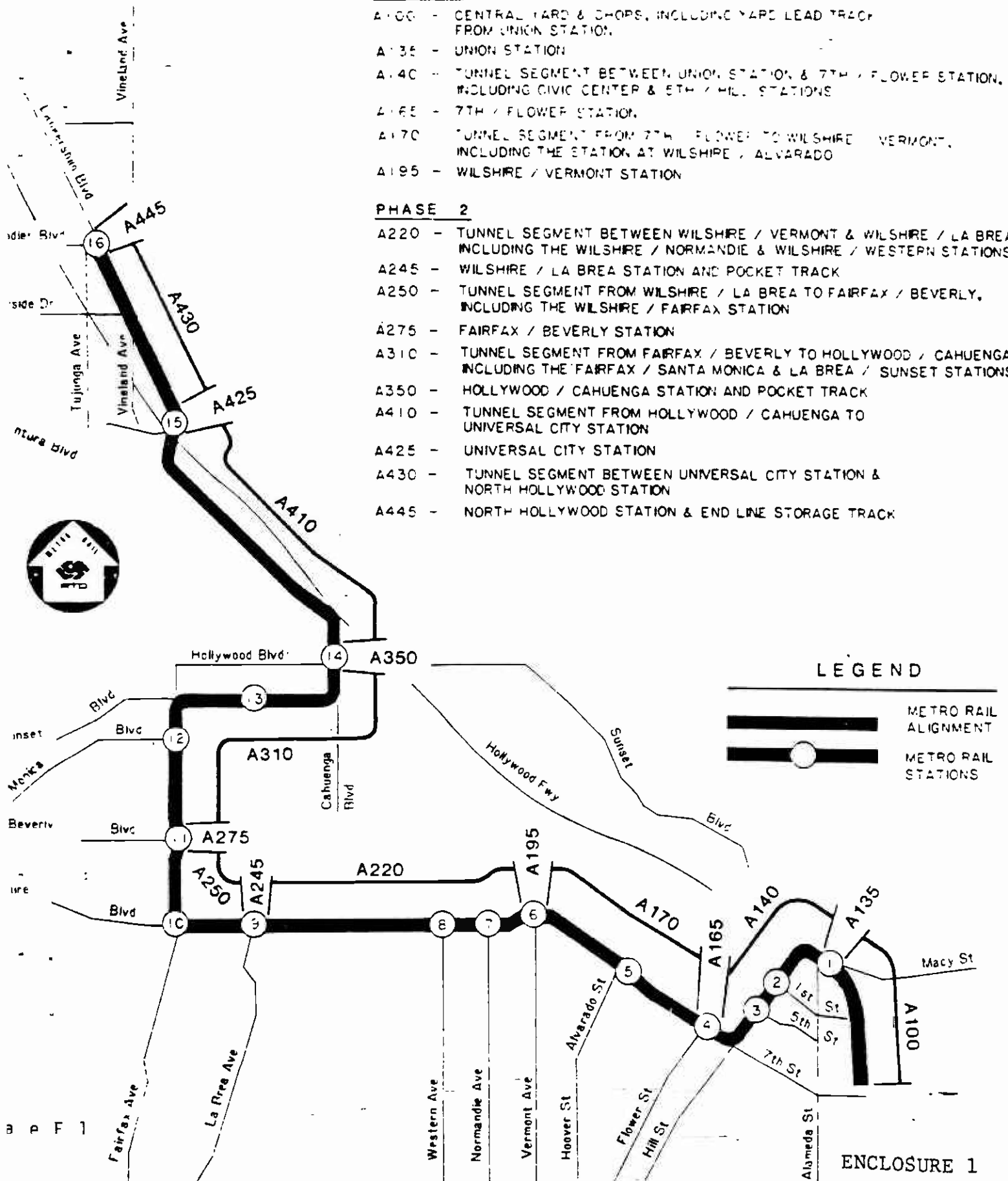
Metro Rail Project DESIGN UNITS

PHASE 1

- A100 - CENTRAL YARD & CHOPS, INCLUDING YARD LEAD TRACK FROM UNION STATION.
- A135 - UNION STATION
- A140 - TUNNEL SEGMENT BETWEEN UNION STATION & 7TH / FLOWER STATION, INCLUDING CIVIC CENTER & 5TH / HILL STATIONS
- A165 - 7TH / FLOWER STATION
- A170 - TUNNEL SEGMENT FROM 7TH / FLOWER TO WILSHIRE / VERMONT, INCLUDING THE STATION AT WILSHIRE / ALVARADO
- A195 - WILSHIRE / VERMONT STATION

PHASE 2

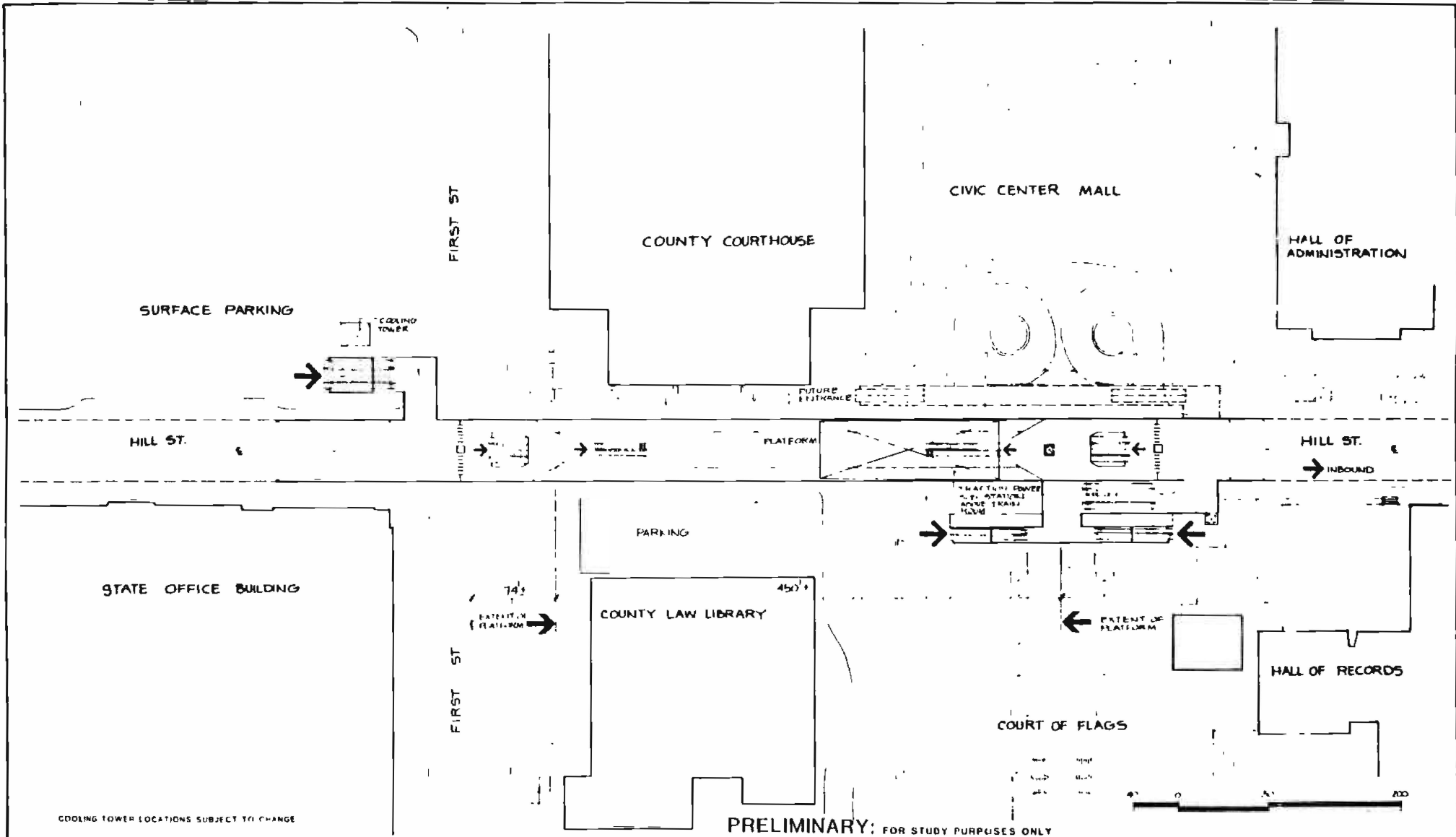
- A220 - TUNNEL SEGMENT BETWEEN WILSHIRE / VERMONT & WILSHIRE / LA BREA, INCLUDING THE WILSHIRE / NORMANDIE & WILSHIRE / WESTERN STATIONS
- A245 - WILSHIRE / LA BREA STATION AND POCKET TRACK
- A250 - TUNNEL SEGMENT FROM WILSHIRE / LA BREA TO FAIRFAX / BEVERLY, INCLUDING THE WILSHIRE / FAIRFAX STATION
- A275 - FAIRFAX / BEVERLY STATION
- A310 - TUNNEL SEGMENT FROM FAIRFAX / BEVERLY TO HOLLYWOOD / CAHUENGA, INCLUDING THE FAIRFAX / SANTA MONICA & LA BREA / SUNSET STATIONS
- A350 - HOLLYWOOD / CAHUENGA STATION AND POCKET TRACK
- A410 - TUNNEL SEGMENT FROM HOLLYWOOD / CAHUENGA TO UNIVERSAL CITY STATION
- A425 - UNIVERSAL CITY STATION
- A430 - TUNNEL SEGMENT BETWEEN UNIVERSAL CITY STATION & NORTH HOLLYWOOD STATION
- A445 - NORTH HOLLYWOOD STATION & END LINE STORAGE TRACK



LEGEND

- METRO RAIL ALIGNMENT
- METRO RAIL STATIONS

ENCLOSURE 1



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY

ENCLOSURE 2

REV	DATE	BY	APP

DESCRIPTION	

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE

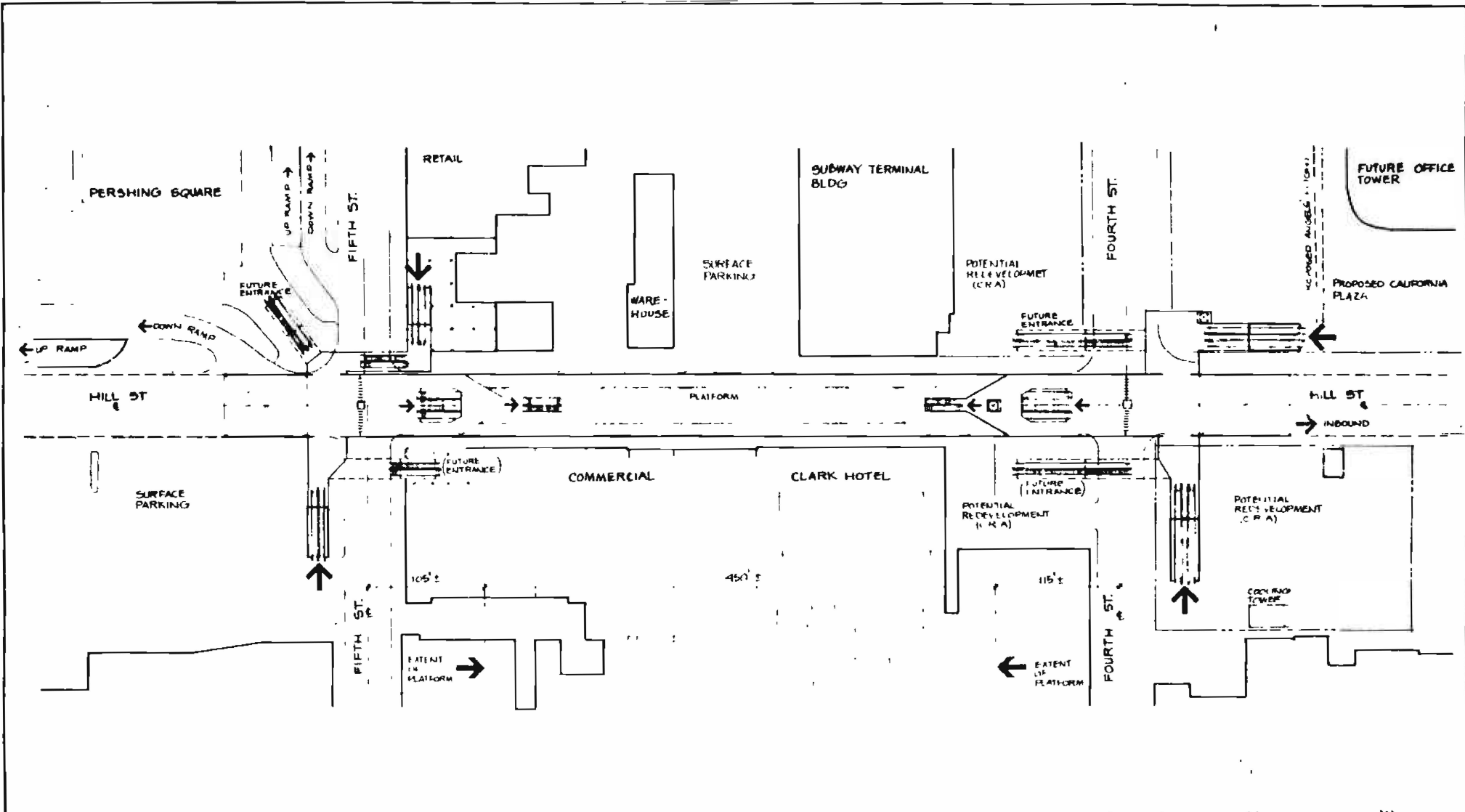


HARRY WEESE & ASSOCIATES
 1075 E. ANNE ST. SACRAMENTO, CALIF. 95811
 ENVIRONMENTAL COLLABORATIVE, INC.
 GIN WING ASSOCIATES
 General Architectural Consultants, Stationing
 PROJECT MANAGER

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT		
METRO RAIL PROJECT		
APPROVAL RECOMMENDED	DATE	APPROVED

CIVIC CENTER STATION	
CONTRACT NO.	
SCALE	
SHEET NO.	

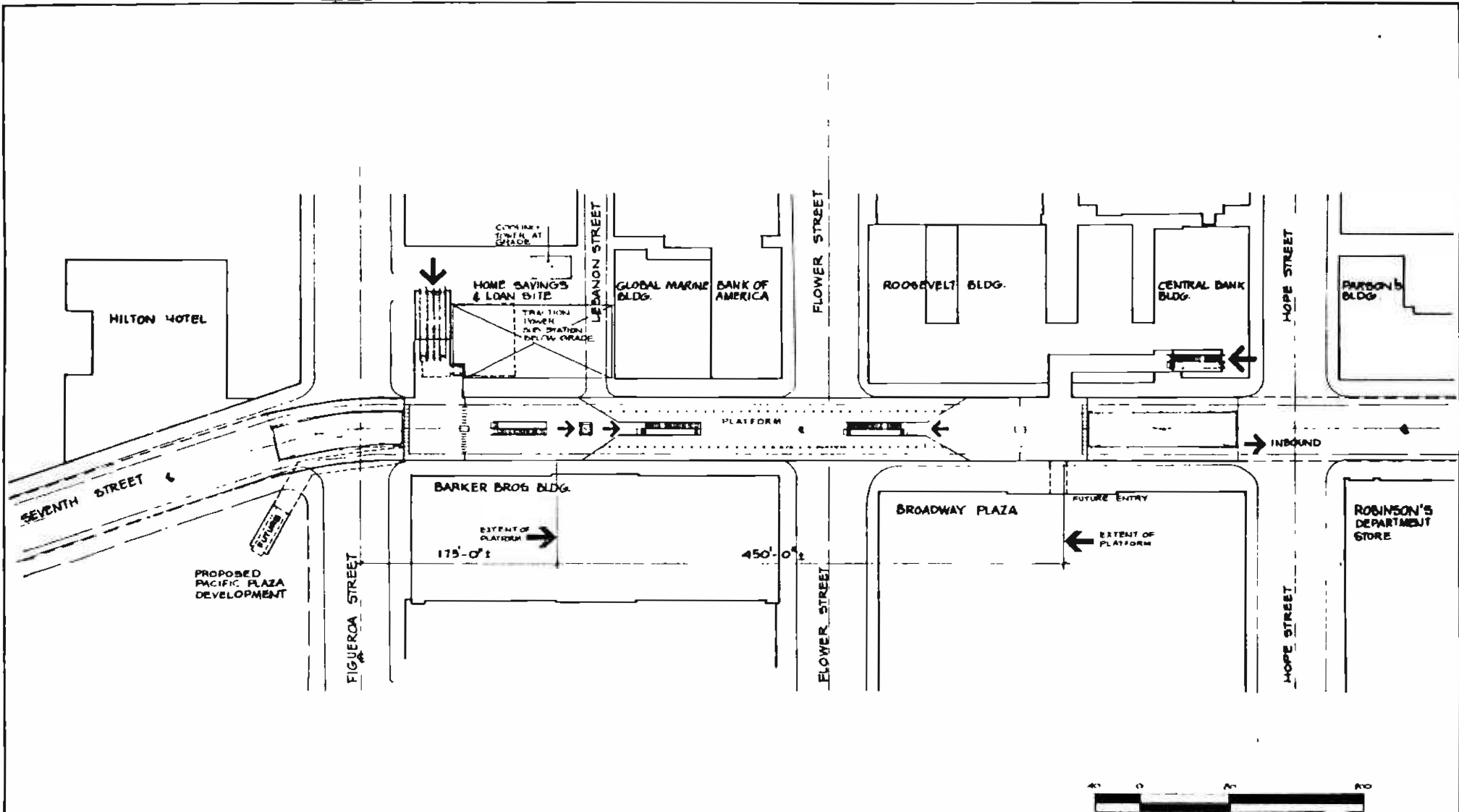
CONTRACT NO.	
SHEET NO.	



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY

	HARRY WILSE & ASSOCIATES ENGINEERS, ARCHITECTS, PLANNERS 1000 WEST 10TH AVENUE, SUITE 1000 LOS ANGELES, CALIFORNIA 90015 General Architectural Conditions: Station	SOUTHERN CALIFORNIA RAIL TRANSIT DISTRICT METRO RAIL PROJECT		HILL ST / HILL STATION	SHEET NO. 101 DATE: 10/1/01
	SUBMITTED BY: _____ CHECKED BY: _____ DESIGNED BY: _____	APPROVAL: _____ DATE: _____	PROJECT NO. _____ SHEET NO. _____	SCALE: _____	DRAWN BY: _____ DATE: _____



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY

NO.	DATE	BY	CHK.

DESIGNED BY: DATE: 10/85
 CHECKED BY: DATE: 11/85
 DRAWN BY: M. SANDOZ
 TITLE: STATION



HARRY WITSE & ASSOCIATES
 ENGINEERS ARCHITECTS INTERIOR DESIGNERS
 ENVIRONMENTAL CONSULTANTS INC.
 100 WILSON AVENUE, SUITE 1000
 SAN FRANCISCO, CALIFORNIA 94108
 SUBMITTED BY: HARRY WITSE & ASSOCIATES

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

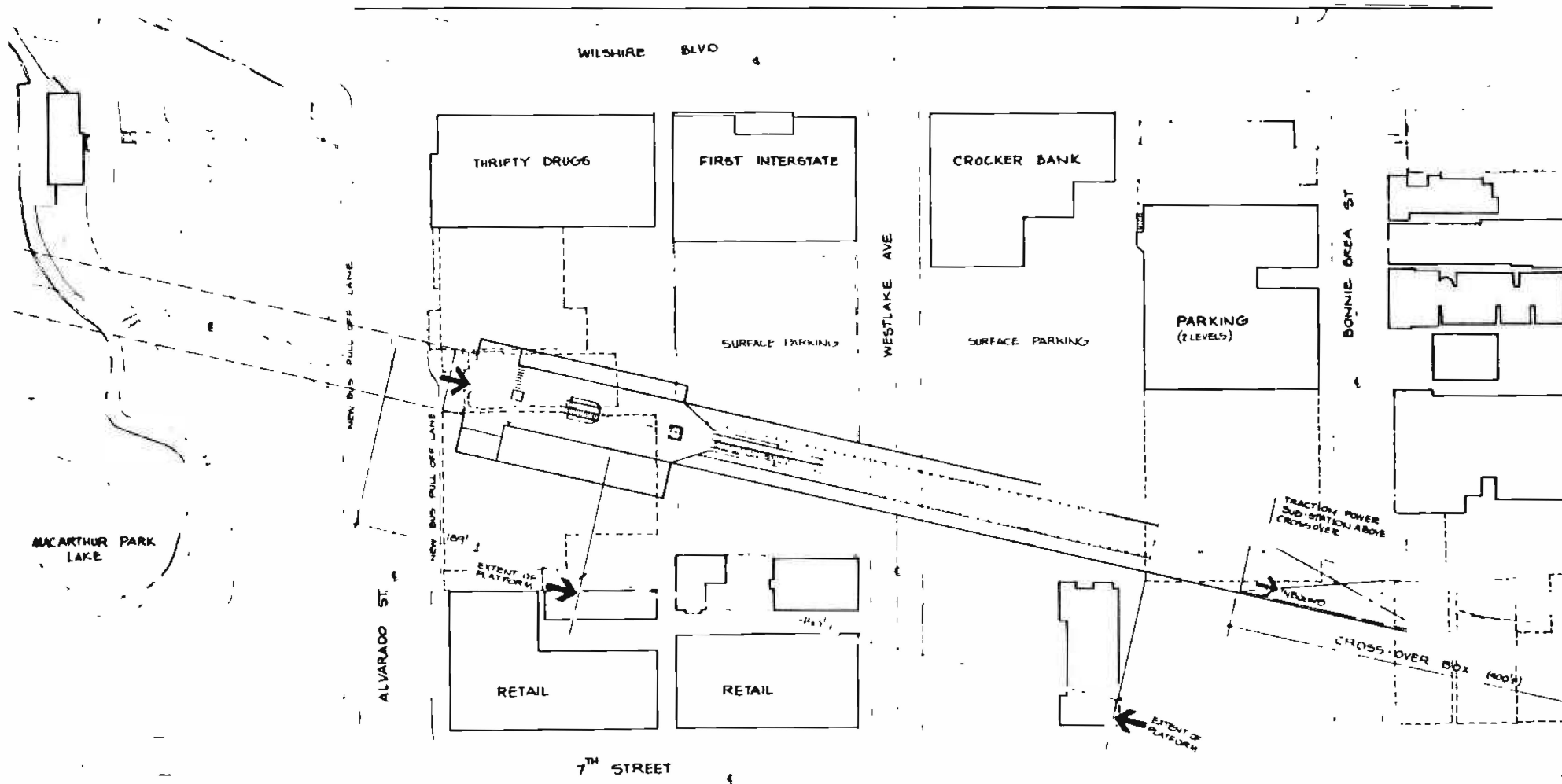
APPROVAL: _____
 DATE: _____



SEVENTH / FLOWER STATION

CONTRACT NO.
 DRAWING NO.
 DATE: 10/85
 SCALE: AS SHOWN

ENR 10/1/85 2



MACARTHUR PARK LAKE

WILSHIRE BLVD

THRIFTY DRUGS

FIRST INTERSTATE

CROCKER BANK

SURFACE PARKING

SURFACE PARKING

PARKING (2 LEVELS)

BONNIE BREA ST

NEW BUS PULL OFF LANE

ALVARADO ST

NEW BUS PULL OFF LANE

EXTENT OF PLATFORM

RETAIL

RETAIL

7TH STREET

TRACTION POWER SUB-STATION ABOVE CROSS-OVER

CROSS-OVER BOX (400ft)

EXTENT OF PLATFORM

COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY



ENCLOSURE 4

DATE: 11/11/03
 DRAWN BY: M. H. HARTMAN
 CHECKED BY: M. H. HARTMAN
 SCALE: AS SHOWN



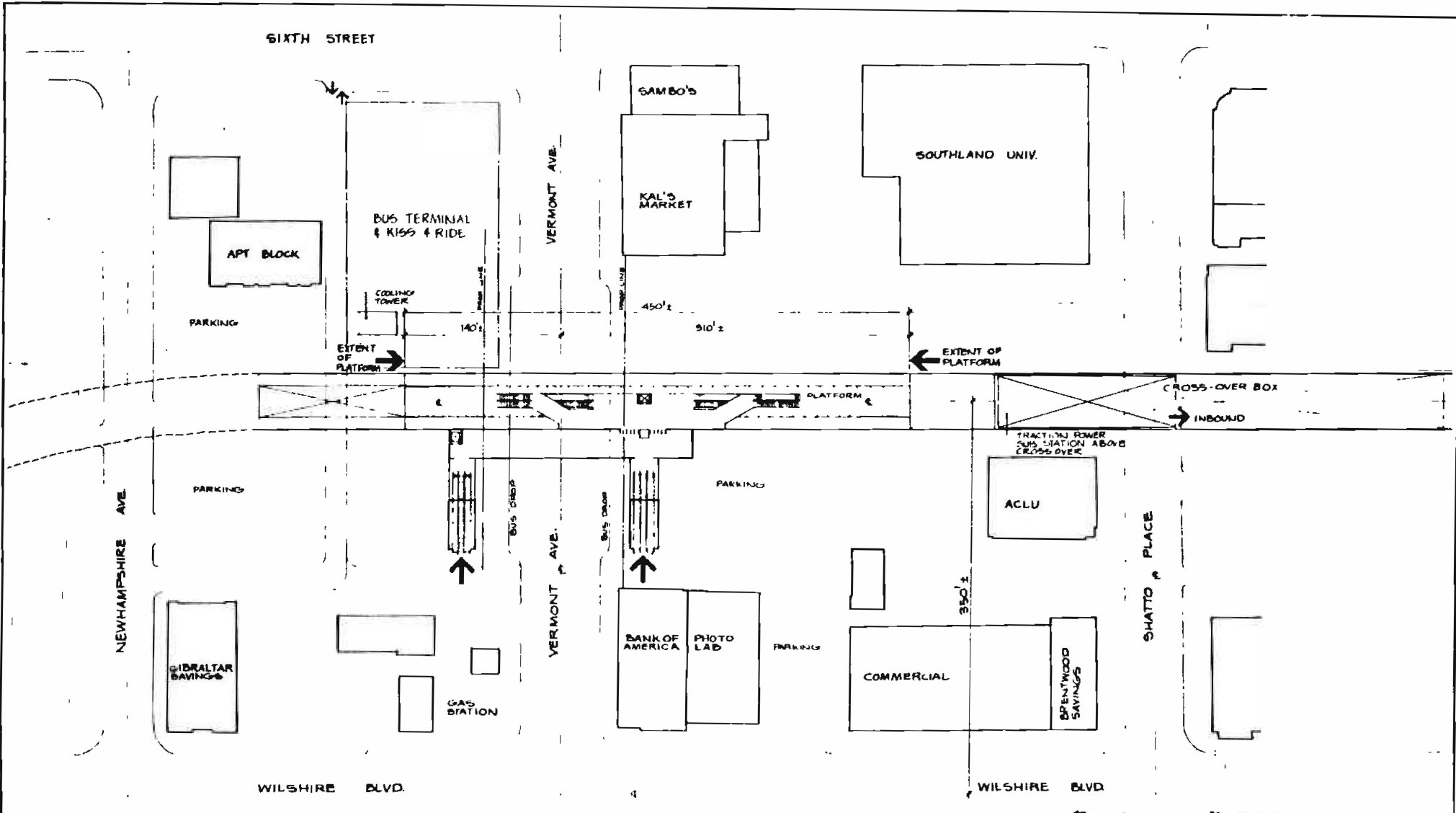
HARRY WELSE & ASSOCIATES
 10711 L. ARBETT BLVD. CARLETON STRATTON
 ENVIRONMENTAL LABORATORY, INC
 1001 W. 10TH ST. ASSOCIATES
 General Architectural Consultants - Station
 SUBMITTED BY: [Signature]

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 METRO RAIL PROJECT



WILSHIRE / ALVARADO STATION



DATE: 11/11/03
 SCALE: AS SHOWN
 SHEET NO: 200

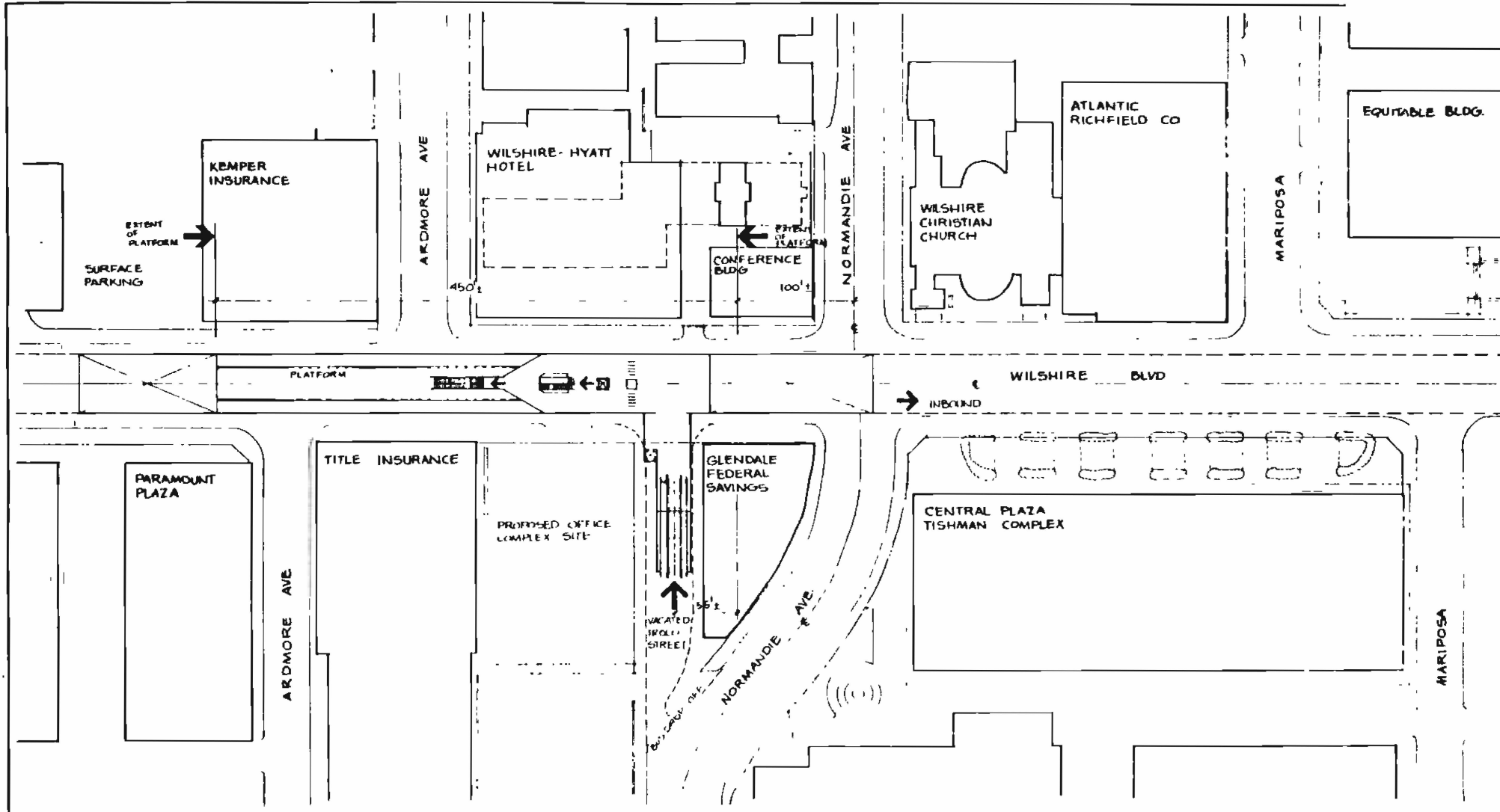


COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY

ENCLOSURE 5

PREP BY: _____ DATE: _____ APP: _____ DESCRIPTION: _____	DESIGNED BY: _____ DATE: _____ CHECKED BY: _____ DATE: _____ APPROVED BY: _____ DATE: _____	 <p>HARRY WEESE & ASSOCIATES 1000 FT. WILSHIRE BLVD. SUITE 100 WILSHIRE, CALIF. 90067 GENERAL ARCHITECTURAL CONSULTANTS - STATIONS SUBMITTED BY: _____</p>	SOUTH CALIFORNIA RAIL TRANSIT DISTRICT METRO PAI PROJECT APPROVAL BY: _____ DATE: _____	 <p>WILSHIRE / VERMONT STATION</p>	CONTRACT NO. _____ DRAWING NO. _____ SHEET NO. _____ TOTAL SHEETS _____
	PROJECT NO. _____ DATE: _____ APP: _____ DESCRIPTION: _____		APPROVAL BY: _____ DATE: _____ PROJECT NO. _____ DATE: _____ APP: _____ DESCRIPTION: _____		



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY

ENCLOSURE 6

REV	DATE	BY	APP	DESCRIPTION

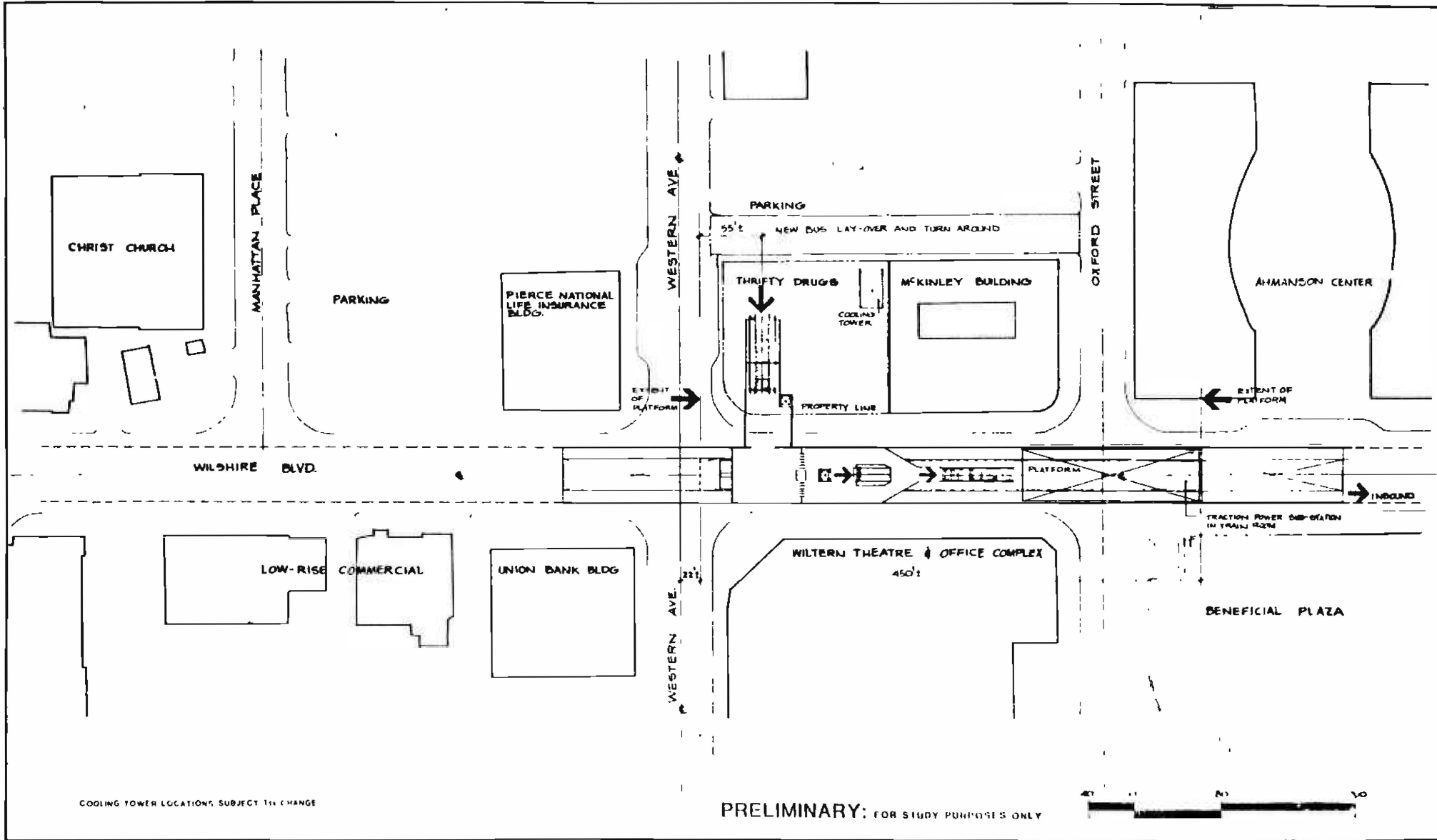
DESIGNED BY: DATE: 10/12/06
 DRAWN BY: DATE: 10/12/06
 CHECKED BY: M. F. ...
 ENCLOSED BY: DATE: ...



HARRY WEEST & ASSOCIATES
 1301 WILSHIRE BLVD., SUITE 1000
 LOS ANGELES, CALIFORNIA 90017
 TEL: (213) 475-1100
 FAX: (213) 475-1101
 WWW: HARRYWEEST.COM

SOUTHERN CALIFORNIA RAIL TRANSIT DISTRICT
METRO RAIL PROJECT
 APPROVAL NUMBER: 00
 DRAWING NUMBER: 100-100-100-100

WILSHIRE / NORMANDIE STATION
 DATE: 10/12/06
 SCALE: 1" = 40'
 SHEET NO. 100-100-100-100

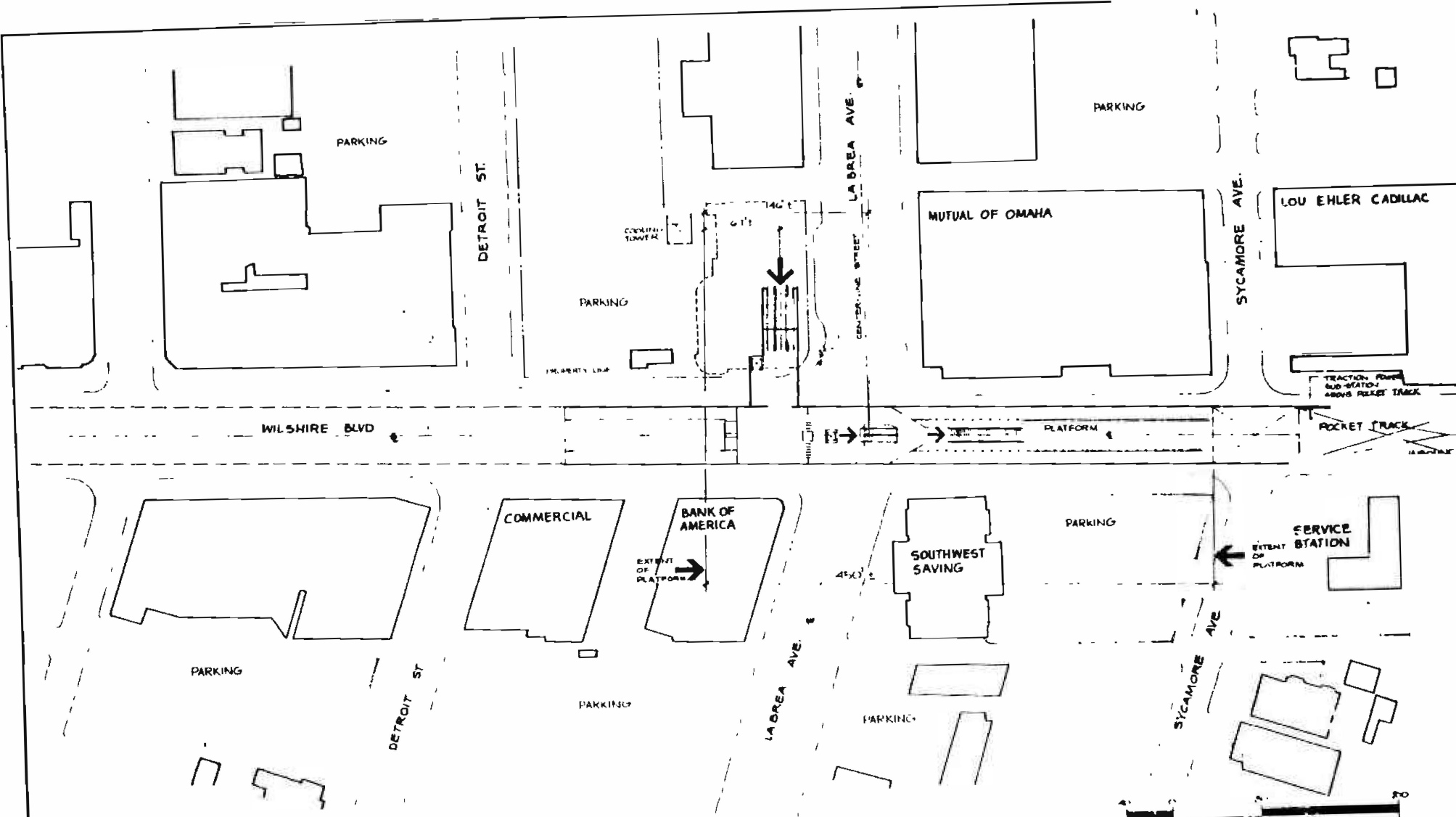


COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY

ENCLOSURE 6



DESIGNED BY: DATE: DRAWN BY: DATE: M. HENDERSON			HARRY WIESE & ASSOCIATES 1101 E. ADRIAN McLEATHY STATION ENVIRONMENTAL COLLABORATIVE, INC. (AN WWSA ASSOCIATE) General Architectural Consultants: Station Submitted BY: _____ PROJECT NUMBER: _____		SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT 		WILSHIRE / WESTERN STATION		APPROVED BY: _____ DATE: _____ CHECKED BY: _____ DATE: _____
REVISIONS:	REVISION NO.		REVISION DESCRIPTION	PROJECT NO.	DRAWING NO.	SHEET NO.	TOTAL SHEETS	TOTAL SHEETS	SHEET NO. 5

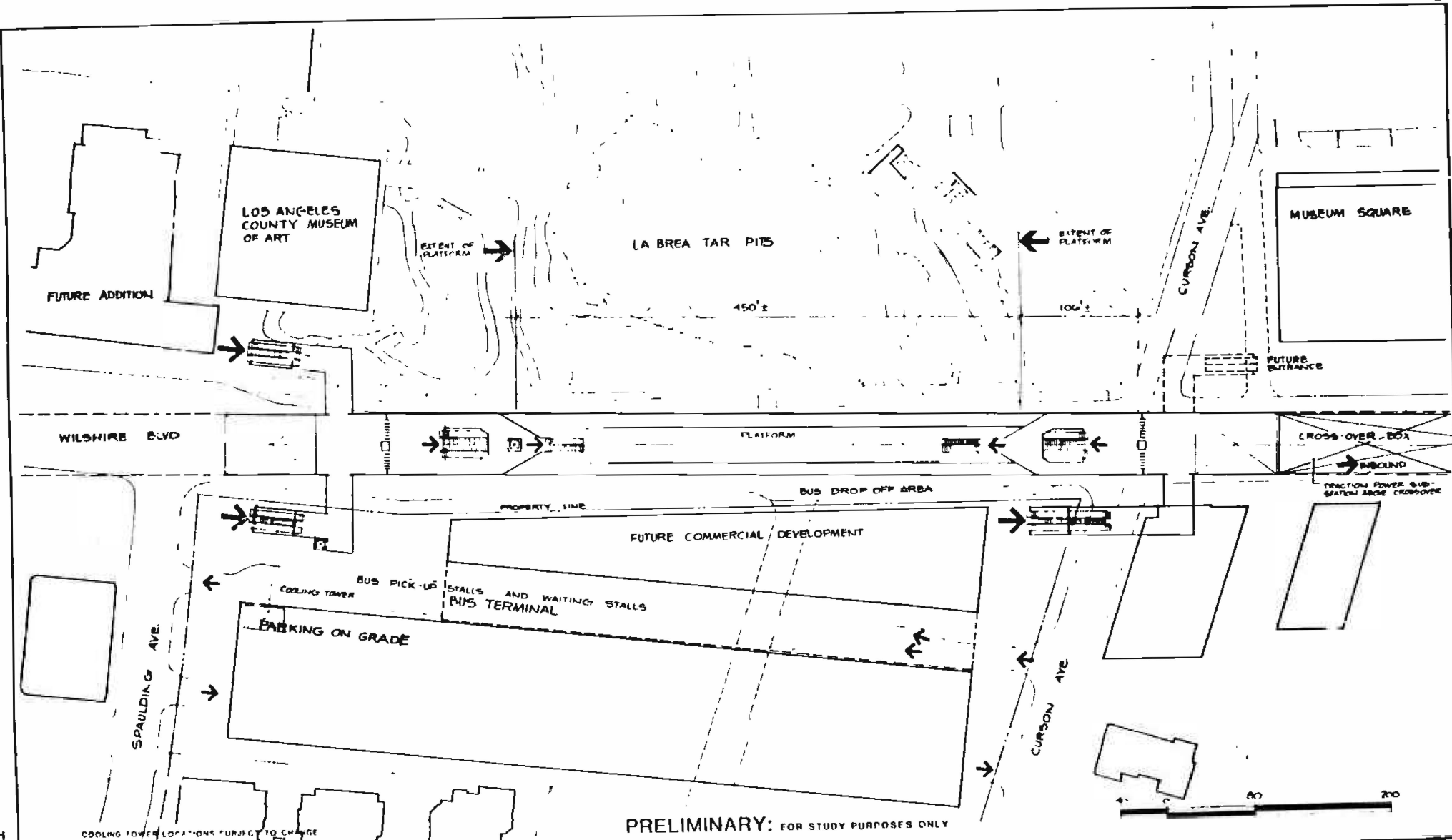


PRELIMINARY: FOR STUDY PURPOSES ONLY

COOLING TOWER LOCATIONS SUBJECT TO CHANGE

ENCLOSURE 7

DESIGNED BY: [] CHECKED BY: [] DRAWN BY: []		HART WEESE & ASSOCIATES 10001 WILSHIRE BLVD., SUITE 100, BEVERLY HILLS, CALIF. 90210 (310) 277-1111			SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT	WILSHIRE / LA BREA STATION	CONTRACT NO. [] SHEET NO. []
		SUBMITTED BY: []	APPROVED BY: []				



ENCLOSURE 8

NO.	DATE	BY	APP.

DESIGNED BY: [Signature]
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

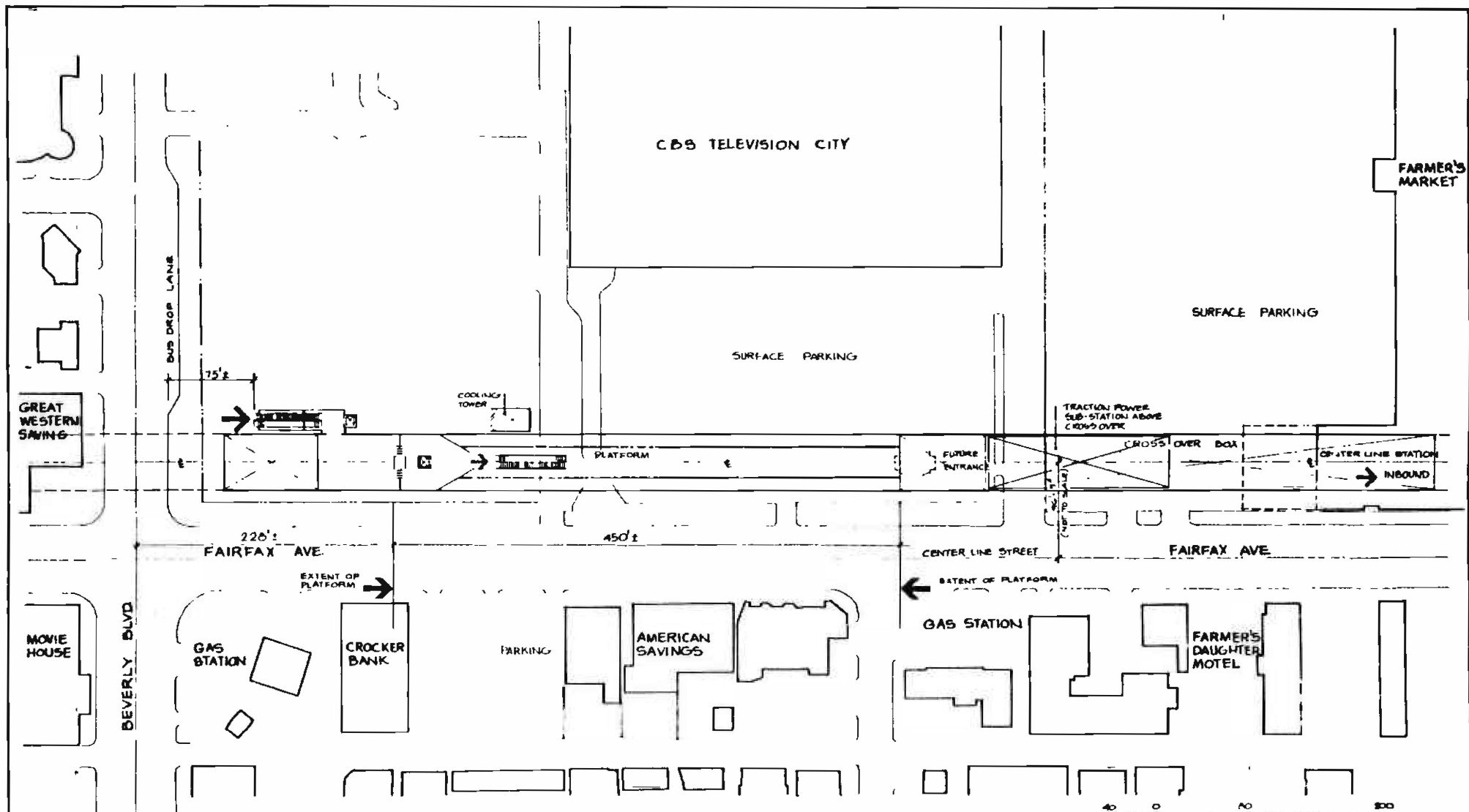


HARRY WILSE & ASSOCIATES
 10011 S. JEFFERSON STREET, SUITE 200
 LOS ANGELES, CALIFORNIA 90047
 (213) 841-1111
 FAX: (213) 841-1112

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

WILSHIRE / FAIRFAX STATION

CONTRACT NO.	
DATE NO.	
SCALE	
SHEET NO.	



COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY



REV	DATE	BY	APP	DESCRIPTION

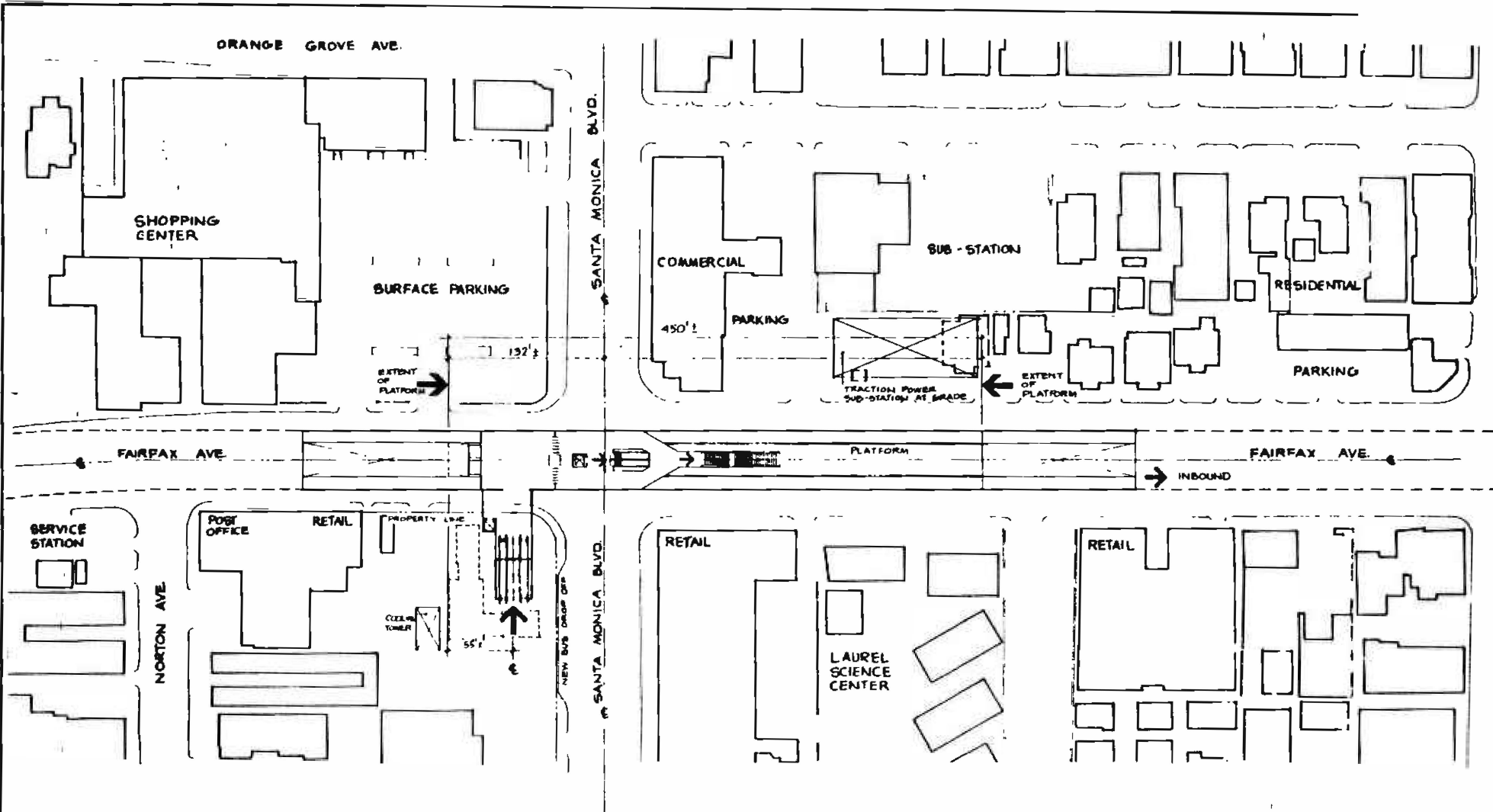
DESIGNED BY M. FINDERATER	DATE 10/1/81
CHECKED BY 	DATE



HARRY WEISE & ASSOCIATES
 1495 E. 175th AVE. #111, MC CARTHY STRAYTON
 ENVIRONMENTAL COLLABORATIVE, INC.
 (SUN WONG ASSOCIATES)
 General Architectural Consultants: Stations
 DRAWN BY: _____
 PROJECT NUMBER: _____

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT		
APPROVED BY: _____	DATE: _____	
BY: _____	DESIGNED BY: _____	REV. NO: _____

FAIRFAX / BEVERLY STATION	
PROJECT NO.	
DATE	
BY: _____	
SHEET NO.	12



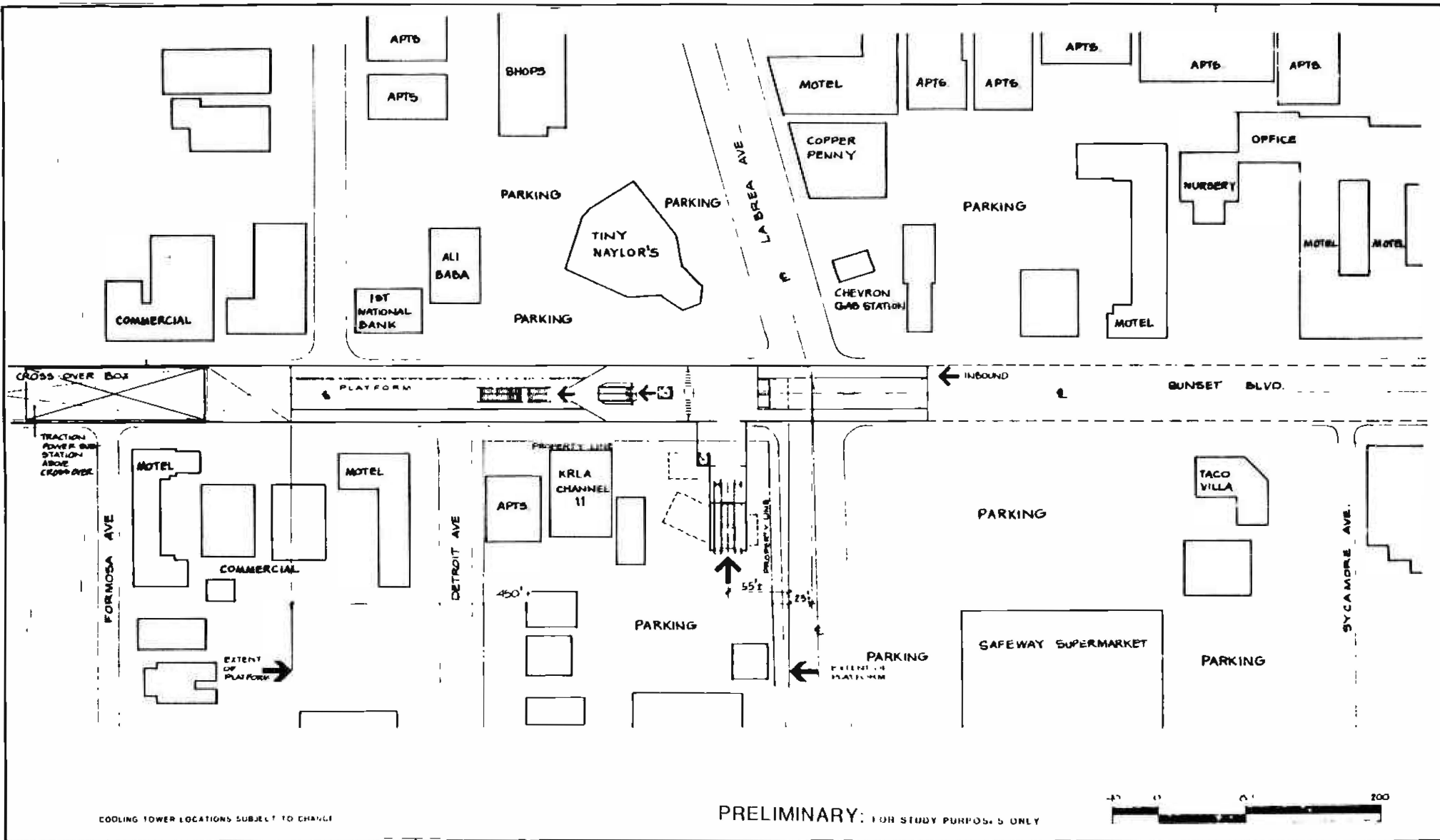
COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY



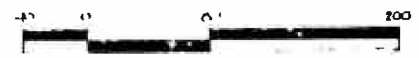
ENCLOSURE 10

<table border="1"> <tr> <th>REV</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	REV	DATE	DESCRIPTION							DESIGNED BY: <i>[Signature]</i> DRAWN BY: M. PINDERER CHECKED BY: <i>[Signature]</i>	<p>HARRY WEESE & ASSOCIATES PROJECT: FAIRFAX / SANTA MONICA STATION ENVIRONMENTAL COLLABORATIVE, INC. (AN WCA ASSOCIATE) CONSULTING ENGINEERS AND ARCHITECTS 1000 17th St, Suite 1000, San Francisco, CA 94103 (415) 774-1100</p>	SOUTH CALIFORNIA RAPID TRANSIT DISTRICT METRO RAIL PROJECT 	FAIRFAX / SANTA MONICA STATION SHEET NO. <i>[Blank]</i> DATE: <i>[Blank]</i> SCALE: <i>[Blank]</i>
	REV	DATE	DESCRIPTION										
APPROVAL: <i>[Signature]</i> DATE: <i>[Blank]</i>	APPROVAL: <i>[Signature]</i> DATE: <i>[Blank]</i>												

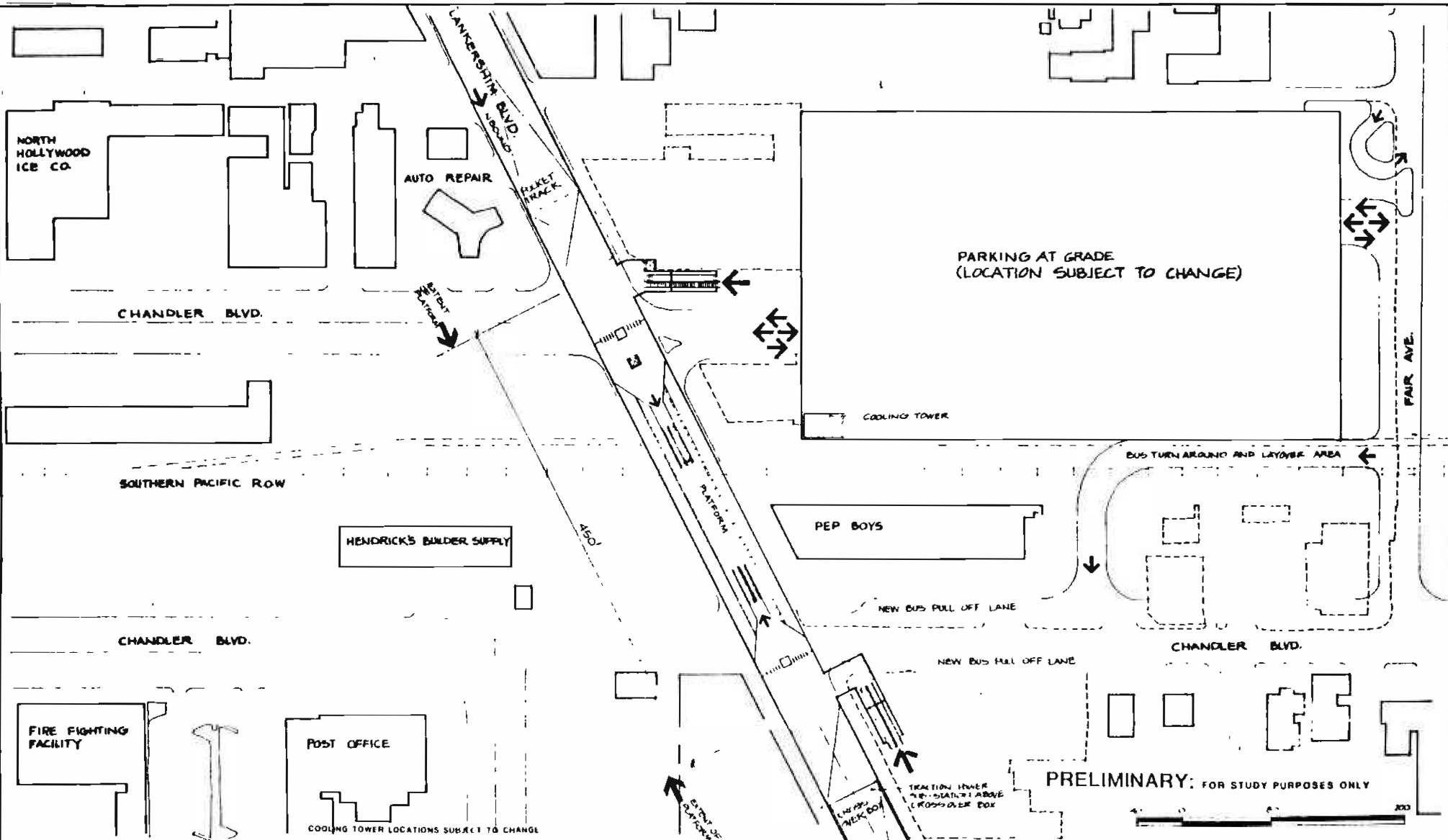


COOLING TOWER LOCATIONS SUBJECT TO CHANGE

PRELIMINARY: FOR STUDY PURPOSES ONLY



SHEET NO. _____ OF _____ DATE _____	DESIGNED BY: _____ DRAWN BY: _____ CHECKED BY: _____	HARRY VIESE & ASSOCIATES ENGINEERING & ARCHITECTURE 1000 W. 10TH ST. SUITE 100 LOS ANGELES, CA 90057	SOUTHERN CALIFORNIA GAS & ELECTRIC COMPANY METRO RAIL PROJECT	CONTRACT NO. _____ DRAWING NO. _____ SHEET NO. _____ OF _____
	PROJECT NO. _____ PROJECT NAME: _____			



PRELIMINARY: FOR STUDY PURPOSES ONLY

REV	DATE	BY	APP	DESCRIPTION

DESIGNED BY DATE 04/15/00
 DRAWN BY DATE 04/15/00
 M. HANDECKER
 CHECKED BY DATE 04/15/00



HARRY WEESE & ASSOCIATES
 15411 S. ARBETT MCCARTHY STRATION
 ENVIRONMENTAL COLLABORATIVE, INC
 GW WONG ASSOCIATES
 General Architectural Consultants, Station
 SUBMITTER BY
 PROJECT MANAGER

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

APPROVAL RECOMMENDED APPROVED DATE
 DATE NO. DATE NO. DATE NO.



NORTH HOLLYWOOD STATION

CONTRACT NO.
 DRAWING NO.
 SCALE
 SHEET NO. 7