CITY OF EL PASO, TEXAS
AGENDA ITEM
DEPARTMENT HEAD'S SUMMARY FORM

DEPARTMENT: Engineering and Construction Management

AGENDA DATE: December 9, 2014

CONTACT PERSON NAME AND PHONE NUMBER: Irene D. Ramirez, P.E., Interim City Engineer, 212-1831
Jay Banasiak, Sun Metro Director, 534-5810

DISTRICT(S) AFFECTED: 2, 4, and 8

SUBJECT:

That the City Manager be authorized to sign the First Amendment to the Agreement for Professional Services by and between the City of El Paso and Huitt-Zollars, Inc., a Texas Corporation, for a project known as "Dyer Corridor Rapid Transit System (Dyer RTS)" for additional architectural and engineering services in the preliminary and construction phases of the project at an additional cost of Two Hundred Eighty Eight Thousand Four Hundred Nine and 00/Dollars ($288,409.00) thereby extending the contract amount from $1,905,330.00 to $2,193,739.00.

BACKGROUND / DISCUSSION:

The project is part of the City's implementation of the Rapid Transit System for the Dyer Corridor which will provide service from the Downtown Transfer Center to the Northgate Transit Terminal. The contract provides engineering services for the design of the Dyer corridor. This amendment provides for additional design services that are outside of the original agreement. These services include:

- Development of the design documents needed for the removal of an obsolete pedestrian bridge that is not ADA compliant. Pedestrian access will be maintained through ADA compliant improvements to the nearby intersection at Dyer & Ellerthorpe which were already part of this project's scope.
- Design of a "road diet" at Pershing & Copia. A "road diet" would reduce the width of the existing roadway in order to accommodate required ADA compliant pedestrian components as well as the proper placing of the stations at this location.
- Development of a smaller station design to help address design problems at locations with extremely limited right-of-way along the proposed Dyer corridor.
- Development of a communications plan which will extend fiber optic lines for use by Sun Metro and IT using existing, empty conduit lines along the Dyer corridor up to Fred Wilson. Extending these fiber optic lines is the most cost effective way of providing necessary communications ability to several stations along the corridor.
- Provide extra utility coordination to ensure utility conflicts are addressed as much as possible prior to construction. In addition, due to the corridor's proximity to Ft. Bliss it is also necessary to coordinate with Ft. Bliss utility companies.

PRIOR COUNCIL ACTION: December 11, 2012 Award of Original Agreement.

AMOUNT AND SOURCE OF FUNDING:

$288,409.00 Funding Source: 2011 Certificates of Obligation Transportation Funding

BOARD / COMMISSION ACTION: N/A

*********************REQUIRED AUTHORIZATION**********************

DEPARTMENT HEAD:

(If Department Head Summary Form is initiated by Purchasing, client department should sign also)
Information copy to appropriate Deputy City Manager

RESOLUTION

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EL PASO:

That the City Manager be authorized to sign a First Amendment to the Agreement for Professional Services by and between the **CITY OF EL PASO** and **Huitt-Zollars, Inc.,** a Texas Corporation, for a project known as **"Dyer Corridor Rapid Transit System (Dyer RTS)"** for additional architectural and engineering services in the preliminary and construction phases of the project at an additional cost of Two Hundred Eighty Eight Thousand Four Hundred Nine and 00/Dollars ($288,409.00) thereby extending the contract amount from $1,905,330.00 to $2,193,739.00.

ADOPTED THIS _____ DAY OF _____ 2014.

CITY OF EL PASO:

_____
Oscar Leeser
Mayor

ATTEST:

_____
Richarda Duffy Momsen
City Clerk

APPROVED AS TO FORM:

_____
Theresa Cullen
Deputy City Attorney

APPROVED AS TO CONTENT:

_____
Irene D. Ramirez, P.E.
Interim City Engineer

THE STATE OF TEXAS	)	**FIRST AMENDMENT**
	)	**AGREEMENT**
COUNTY OF EL PASO	)	**FOR PROFESSIONAL SERVICES**

This First Amendment to that certain Agreement for Professional Services is made this _____ day of _____, 2014, by and between the City of El Paso, a Texas municipal corporation (the "***Owner***"), and Huitt-Zollars, Inc., (the "***Consultant***").

WHEREAS, on December 11, 2012, the Owner entered into an Agreement for Professional Services (the "***Agreement***") with the Consultant for a Project known as "Dyer Corridor Rapid Transit System (Dyer RTS)" (the "***Project***");

WHEREAS, the Agreement may be amended under the provisions of Section 3.2 and Attachment "C"; and

WHEREAS, the Agreement further provides that the City Engineer may authorize additional services in an amount not to exceed $50,000.00; and

WHEREAS, the parties hereto further desire to amend the Agreement to provide additional architectural and engineering services in the preliminary and construction phases of the project at an additional cost of $288,409.00, thereby extending the contract amount from $1,905,330.00 to $2,193,739.00.

NOW THEREFORE, in consideration of the mutual promises set forth in this Amendment and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

1. **Scope of Services.** The Owner hereby authorizes the Consultant to continue to perform the Services as described in Attachment "A" of the Agreement as well as perform the additional services as further described in Attachment "A" to this First Amendment.

2. **Payments to Consultant.** Payments to the Consultant shall be made pursuant to the schedule enumerated within Attachment "D" of the Agreement. Payment to the Consultant for the additional services the subject of this First Amendment shall not exceed Two Hundred Eighty Eight Thousand Four Hundred Nine and 00/Dollars ($288,409.00).

3. **Time of Completion.** The additional services the subject of this First Amendment shall be completed within the original project schedule as set forth in the Agreement, following the Owner's written Notice to Proceed to the Consultant.

4. **Terms and Conditions.** All terms and conditions of the Agreement and all subsequent Amendments thereto, except as herein revised, shall remain in full force and effect.

WITNESS THE FOLLOWING SIGNATURES AND SEALS:

THE CITY OF EL PASO:

Tomás González
City Manager

APPROVED AS TO FORM:

Theresa Cullen
Deputy City Attorney

APPROVED AS TO CONTENT:

Irene D. Ramirez, P.E.
Interim City Engineer

ACKNOWLEDGEMENTS

THE STATE OF TEXAS §
§
COUNTY OF EL PASO §

This instrument was acknowledged before me on this _____ day of _____, 2014, by **Tomás González,** as **City Manager** of the **City of El Paso, Texas**.

Notary Public, State of Texas

My commission expires:

_____

(Signatures continue on following page)

CONSULTANT: HUITT-ZOLLARS, INC.

By: _____
By: Jose Rodarte, P.E.
Title: Vice-President

THE STATE OF TEXAS §
§
COUNTY OF EL PASO §

This instrument was acknowledged before me on this _____ day of _____, 2014, by **Jose Rodarte, P.E.,** as **Vice-President** of **Huitt-Zollars, Inc.**

_____
Notary Public, State of Texas

My commission expires:

_____

HUITT-ZOLLARS, INC. • 5822 Cromo Drive • Suite 210 • El Paso, TX 79912-5502 • 915.587.4339 phone • 915.587.5247 fax • huitt-zollars.com

DYER RTS SUPPLEMENTAL #1

October 28, 2014

The items mentioned in this supplemental Dyer RTS scope are additional architectural and engineering items requested by the City of El Paso and Sun Metro for the Dyer RTS corridor. The supplemental items mentioned are for the preliminary and construction phases of the project. A spreadsheet is attached to present a fee breakdown of each task for each phase of the project.

Preliminary Design Scope

PEDESTRIAN BRIDGE DEMOLITION

The existing concrete pedestrian bridge at Dyer St and Ellerthorpe St consists of ramps, support columns and "T" section spans across Dyer St. There is a single support column. Pedestrian guardrails and handrails exists along both bridge ramps with pedestrian chain link fence on the bridge across Dyer St. Demolition of the bridge will require traffic control that will consist of either one direction lane closure on Dyer St or full lane closure. These two traffic control options will be presented to TxDOT for direction. The demolition of the bridge will also require a staging area to temporarily store demolished materials prior to haul away. Provided below is a list of the tasks necessary for the demolition of the existing pedestrian bridge:

2.0 Preliminary Design

2.1 Project Management

2.1.1 Attend coordination meetings for pedestrian bridge demolition
2.1.2 Perform research for pedestrian bridge demo and field visit

2.3 Traffic

2.3.1 Prepare exhibits for traffic control safety review meeting
2.3.2 Attend safety review meeting for traffic control
2.3.3 Prepare detailed traffic control plans for pedestrian bridge demolition

2.4 Civil

2.4.1 Design median refuge for north and south medians

2.6 Structural

2.6.1 Develop sequence plan for demolition of pedestrian bridge structure (request pedestrian bridge record drawings)

ROAD DIET

The Copia St and Pershing intersection has limited right of way to accommodate the station platforms while satisfying AASHTO sight distance criteria. In an effort to eliminate the need to acquire additional right of way for the station platforms, a road diet concept has been developed as a solution which increases parkway width by reducing the five lane roadway of Pershing Dr to four lanes. In this solution the intersection eastbound and westbound left turn lane would be eliminated shifting the adjacent traffic lanes to the center and increasing the sidewalks widths with bulb-outs. The limits of the bulb-out would extend only the length necessary for the station platform.

In the event TxDOT does not allow the road diet, an alternate station location will be determined. The design fee for the alternate location will utilize the currently allocated construction phase fee. Prior to construction, the City of El Paso will amend the contract to increase the construction phase fee which was used for design of the alternate location. Provided below is a list of the tasks necessary for the road diet design:

2.0 Preliminary Design

2.1 Project Management

2.1.1 Attend road diet coordination meetings

2.3 Traffic

2.3.1 Perform traffic analysis using Synchro software of before/after Levels of Service at signal with counts from EPDOT
2.3.2 Prepare roadway striping and typical section exhibits, and verify vehicular turning movements using Auto-Turn software
2.3.3 Prepare road diet traffic accident memorandum
2.3.4 Revise roadway signing and striping sheets

2.4 Civil

2.4.1 Revise grading and drainage sheets for bulb-outs
2.4.2 Revise station cross sections and profiles

2.7 Landscaping and Irrigation

2.7.1 Revise landscape and irrigation sheets

MINI-STATION

The Mini-station design will be implemented at locations where right of way is limited by adjacent properties or it is not possible to accommodate sight distance for standard shelters. Provided below is a list of tasks necessary for the mini-station implementation at three (3) locations:

2.0 Preliminary Design

2.1 Project Management

2.1.1 Attend mini-station coordination meetings
2.1.2 Coordination with station architect
2.1.3 Coordinate mini-station drawings with LAN

2.4 Civil

2.4.1 Revise station grading/drainage
2.4.2 Revise station cross-sections and profiles

2.5 Station Architecture

2.5.1 Develop mini-station concepts and exhibits for platform locations constrained by limited available right-of-way. The mini-station concepts will minimize the RTS platform footprint, sight distance conflicts with adjacent driveways, and potential right-of-way impacts associated with station platforms. Minimum design considerations include:

- Maximum shelter height of approximately 10 feet
- Retain elements of fascia of current BRIO RTS station shelter (i.e. windscreen envelope, polycarbonate elements)
- Canopy must provide covered waiting areas for front two doors for boarding/alighting of RTS vehicles
- Ticket vending machines (TVM) must fit beneath the canopy
- Incorporate a minimum of two (2), 4'X5'-6" decorate panels for display of public art

2.5.2 Develop (Sketch-up) renderings and associated exhibits for presentation of mini-station shelter concept.
2.5.3 Re-evaluate currently proposed RTS station amenities (passenger information, wayfinding, furniture, ticket vending, pylons, electrical and communication cabinets) to integrate/collate amenities, where feasible into the mini-station area. Develop complete and standard and directive drawings for prototypical mini-station and coordinate details of integration with LAN.
2.5.4 Develop complete plans, sections, elevations, details, standard and directive drawings for prototypical mini-station (canopy and superstructure; foundation/platform) and coordinate with LAN

2.5.5 Coordinate incorporation of integrated electrical/communications amenities into Standard RTS shelters (4 types - 6X37, 6X46, 9X37, 9X46) based on standard and directive drawings from the Alameda RTS

2.6 Stations MEP & Foundation/Structural

2.6.1 Design complete Directive drawings and details for prototypical mini-station structural foundation options and coordinate with LAN

2.6.2 Design complete Standard drawings for structural design of prototypical mini-station canopy and superstructure to include details for supports, connections, and frame elements and coordinate details of integration with LAN

2.6.3 Design complete Standard drawings of canopy illumination at prototypical mini-station and coordinate details of integration with LAN

2.6.4 Design complete Standard drawings for electrical and communications housing with mini-station wall and pylon. Design to include the coordination of communications connections to the variable message sign, CCTV camera locations and conduit runs through the structure.

2.6.5 Re-design electrical and communication conduit runs for station and pylon incorporated electrical and communications cabinets for standard station canopies

2.6.6 Revise pedestrian illumination sheets

2.6.7 Coordinate incorporation of re-designed electrical and communications conduit runs for station and pylon incorporated electrical and communications cabinets and canopy illumination into standard RTS shelters (4 types - 6X37, 6X36, 9X37, 9X46) based on standard and directive drawings for the Alameda RTS

2.6.8 Coordinate ITS equipment locations and cabling

2.7 Landscaping and Irrigation

2.7.1 Revise landscape and irrigation sheets three (3) locations.

4.0 Construction Phase Mini-Station

4.1 Construction Observation Services

4.1.1 Prepare mini-station record drawings

COMMUNICATIONS

Develop plans to utilize the City's existing fiber optic cable infrastructure and install fiber optic cable into spare conduit along the Dyer RTS corridor. Stations north of Fred Wilson are on an existing EPDOT copper system and will connect to the proposed fiber infrastructure. Plans sheets with existing roadway and available utility information will be developed. Conduit runs, ground boxes, proposed connections and notes, quantities and pay items, as well as details describing systems integration and fiber splicing will be included.

2.0 Preliminary Design

2.1 Project Management

2.1.1 Attend fiber communication coordination meetings
2.1.2 Coordination with WPM for fiber/copper communications systems

2.4 Civil

2.4.1 Provide available utility information

2.6 Stations MEP/Communications

2.6.1 Configure fiber and copper Infrastructure for TVMs and City's Central Data System

2.8 ITS Design

2.8.1 Design fiber and copper infrastructure communication links between the TVMs and Central Data System.
2.8.2 Prepare fiber and copper infrastructure design specifications
2.8.3 Prepare ITS plan sheets for fiber and copper infrastructure based on aerial information and request record existing utility information

UTILITY COORDINATION

At recent bi-weekly meetings, TxDOT has expressed a sincere concern regarding the coordination of utility relocation at the proposed stations. Lessons learned from Mesa RTS also include additional coordination efforts required to follow up with and emphasize the schedule of utility relocations. An additional fee has been provided for extended utility coordination.

2.0 Preliminary Design

2.2 Utility Investigation

2.2.1 Follow up with and coordinate utility relocation and schedule with utility companies

DYER RAPID TRANSIT SYSTEM
SUN METRO/CITY OF EL PASO

Huitt-Zollars, Inc.
Fee Proposal
10/28/2014

SUPPLEMENTAL #1 SUMMARY

PEDESTRIAN BRIDGE DEMOLITION	
PRELIMINARY PEDESTRIAN BRIDGE DEMOLITION	$30,258
TOTAL PEDESTRIAN BRIDGE DEMOLITION	**$30,258**
ROAD DIET	
PRELIMINARY ROAD DIET	$21,479
TOTAL ROAD DIET	**$21,479**
MINI-SHELTER	
PRELIMINARY MINI SHELTER	$180,197
CONSTRUCTION PHASE	$2,160
TOTAL MINI SHELTER	**$182,357**
COMMUNICATIONS	
PRELIMINARY COMMUNICATION	$43,494
TOTAL COMMUNICATION	**$43,494**
UTILITY COORDINATION	
PRELIMINARY UTILITY COORDINATION	$10,820
TOTAL UTILITY COORDINATION	**$10,820**
COMBINED TOTAL	**$288,409**

DYER RAPID TRANSIT SYSTEM
SUN METRO/CITY OF EL PASO

Huitt-Zollars, Inc.
Fee Proposal
10/28/2014

2.0 PRELIMINARY DESIGN PHASE — PEDESTRIAN BRIDGE DEMOLITION

HUITT-ZOLLARS

2.1 Project Mangement		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
2.1.1	Attend coordination meetings for pedestrian bridge demolition	2		6	4			
2.1.2	Perform research for pedestrian bridge demo and field visit			4	4	4		
	Subtotal	2	0	10	8	4	0	0
		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$146.00	$99.00	$73.00	$62.00
	Total per Staff	$384.00	$0.00	$1,500.00	$1,168.00	$396.00	$0.00	$0.00
Billing Total for 2.1 Project Management								$3,448.00

2.3 Traffic		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
2.3.1	Prepare exhibits for safety review meeting for traffic control		2	2	2	8	24	2
2.3.2	Attend safety review meeting for traffic control	3		3	4			
2.3.3	Prepare detailed traffic control plans for pedestrian bridge demolition	1	3	4	12	28	52	
	Subtotal	4	5	9	18	36	76	2
		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$146.00	$99.00	$73.00	$62.00
	Total per Staff	$768.00	$885.00	$1,350.00	$2,628.00	$3,564.00	$5,548.00	$124.00
Billing Total for 2.3 Traffic								$14,867.00

2.4 Civil		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
2.4.1	Design pedestrian refuge for north and south medians		3	3	8	20	30	
	Subtotal	0	3	3	8	20	30	0
		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$146.00	$99.00	$73.00	$62.00
	Total per Staff	$0.00	$531.00	$450.00	$1,168.00	$1,980.00	$2,190.00	$0.00
Billing Total for 2.4 Civil								$6,319.00

2.6 Structural		Principal-In Charge	QAQC	Project Manager	Senior Structural Engineer	Structural Engineer	CAD Tech	Project Support
2.6.1	Develop a sequence plan for demo of ped bridge (request as-built dwgs)	0	2	3	4	24	10	0
	Subtotal	0	2	3	4	24	10	0
		Charge	QAQC	Project Manager	Engineer	Engineer	CAD Tech	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$190.00	$120.00	$100.00	$62.00
	Total per Staff	$0.00	$354.00	$450.00	$760.00	$2,880.00	$1,000.00	$0.00
Billing Total for 2.6 Structural								$5,444.00

Direct Expenses

Mileage to site (3 trips)	$ 99.00
Mileage to City (2 trips)	$ 28.60
Mileage to TxDOT (1 trips)	$ 52.80
Direct Expenses Subtotal	*$ 180.40*

TOTAL FOR 2.0 PRELIMINARY DESIGN PHASE	PED BRIDGE DEMO	$30,258

DYER RAPID TRANSIT SYSTEM
SUN METRO/CITY OF EL PASO

Huitt-Zollars, Inc.
Fee Proposal
10/28/2014

2.0 PRELIMINARY DESIGN PHASE — ROAD DIET

HUITT-ZOLLARS

2.1 Project Mangement

		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
2.1.1	Attend road diet coordination meetings	4		8	8			
	Subtotal	4	0	8	8	0	0	0
		Principal-In	QAQC	Project Manager	Project Engineer	Engineer In	CAD Tech	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$146.00	$99.00	$73.00	$62.00
	Total per Staff	$768.00	$0.00	$1,200.00	$1,168.00	$0.00	$0.00	$0.00
Billing Total for 2.1 Project Management								$3,136.00

2.3 Traffic

		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
2.3.1	Perform traffic analysis of before/after LOS			1	2	4		
2.3.2	Prepare roadway striping and typical section exhibits		1	1	1	4	12	
2.3.3	Revise roadway signing and striping sheets		1	1	2	8	16	
2.3.4	Prepare road diet memo on traffic accidents	1	1	8	6			
	Subtotal	1	3	11	11	16	28	0
		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$146.00	$99.00	$73.00	$62.00
	Total per Staff	$192.00	$531.00	$1,650.00	$1,606.00	$1,584.00	$2,044.00	$0.00
Billing Total for 2.3 Traffic								$7,607.00

2.4 Civil

		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
2.4.1	Revise grading and drainage sheets for bulb-outs		2	1	4	16	32	
2.4.2	Revise station cross sections and profiles		1	1	2	8	16	
	Subtotal	0	3	2	6	24	48	0
		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$146.00	$99.00	$73.00	$62.00
	Total per Staff	$0.00	$531.00	$300.00	$876.00	$2,376.00	$3,504.00	$0.00
Billing Total for 2.4 Civil								$7,587.00

2.7 Landscaping & Irrigation

		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
2.7.1	Revise landscape and irrigation sheets	1	1	1	2	16	12	0
	Subtotal	1	1	1	2	16	12	0
		Principal-In	QAQC	Project Manager	Sr. LA	Land Arch	Irri Designer	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$125.00	$85.00	$85.00	$62.00
	Total per Staff	$192.00	$177.00	$150.00	$250.00	$1,360.00	$1,020.00	$0.00
Billing Total for 2.7 Landscaping and Irrigation								$3,149.00

TOTAL FOR 2.0 PRELIMINARY DESIGN PHASE	ROAD DIET	$21,479

DYER RAPID TRANSIT SYSTEM
SUN METRO/CITY OF EL PASO

Huitt-Zollars, Inc.
Fee Proposal
10/28/2014

2.0 PRELIMINARY DESIGN PHASE — MINI-STATION

HUITT-ZOLLARS

2.1 Project Mangement

		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
2.1.1	Attend mini-station coordination meetings	8		32	20			
2.1.2	Coordination with station architect			16				
2.1.3	Coordination with LAN			12				
	Subtotal	8	0	60	20	0	0	0
		Charge	QAQC	Project Manager	Project Engineer	Training	CAD Tech	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$146.00	$99.00	$73.00	$62.00
	Total per Staff	$1,536.00	$0.00	$9,000.00	$2,920.00	$0.00	$0.00	$0.00
Billing Total for 2.1 Project Management								$13,456.00

2.4 Civil

		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
2.4.1	Revise station grading/drainage	1	2	1	8	24	30	
2.4.2	Revise station cross-sections and profiles		2	1	6	16	26	
	Subtotal	1	4	2	14	40	56	0
		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$146.00	$99.00	$73.00	$62.00
	Total per Staff	$192.00	$708.00	$300.00	$2,044.00	$3,960.00	$4,088.00	$0.00
Billing Total for 2.4 Civil								$11,292.00

2.6 Stations MEP & Foundation/Structural

		Principal-In Charge	QAQC	Project Manager	Sr. Elec. Engineer	Project Elec. Engineer	Elect Engineer In Training	Sr.Structural Engineeer.	Structural Engineer	CAD Tech	Project Support
2.6.1	Provide structural foundation options and details		6	3				6	56	24	
2.6.2	Provide structural platform revisions		4	2				6	44	12	
2.6.3	Design canopy illumination		6	3	3	16	24				
2.6.4	Design electrical and communications housing		6	3	3	32	28			8	
2.6.5	Re-design electrical and communication conduit runs for mini-shelter and canopy incorporated elec and comm cabinets	1	9	3	6	80	80			32	
2.6.6	Revise pedestrian illumination sheets		1	1	1	6	24			16	
2.6.8	Coordinate ITS equipment locations and cabling		2	2	2	40	40			24	
	Subtotal	1	34	17	15	174	196	12	100	116	0
		Principal-In Charge	QAQC	Project Manager	Sr. Elec. Engineer	Project Elec. Engineer	Elect Engineer In Training	Project Sr.Structural Engineeer.	Structural Engineer	CAD Tech	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$165.00	$150.00	$100.00	$190.00	$115.00	$73.00	$50.00
	Total per Staff	$192.00	$6,018.00	$2,550.00	$2,475.00	$26,100.00	$19,600.00	$2,280.00	$11,500.00	$8,468.00	$0.00
Billing Total for 2.6 Stations MEP & Foundation/Structural											$79,183.00

2.7 Landscaping and Irrigation

		Principal-In Charge	QAQC	Project Manager	Sr. Landscape Architect	Landscape Architect	Irrigation Designer	Project Support
2.7.1	Revise landscape and irrigation sheets	1	2	4	12	52	30	0
	Subtotal	1	2	4	12	52	30	0
		Charge	QAQC	Project Manager	Sr. LA	Land Arch	Irri Designer	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$125.00	$85.00	$85.00	$62.00
	Total per Staff	$192.00	$354.00	$600.00	$1,500.00	$4,420.00	$2,550.00	$0.00
Billing Total for 2.7 Landscaping and Irrigation								$9,616.00

TOTAL FOR 2.0 PRELIMINARY DESIGN PHASE	MINI-STATION	$113,547

DYER RAPID TRANSIT SYSTEM
SUN METRO/CITY OF EL PASO

Huitt-Zollars, Inc.
Fee Proposal
10/28/2014

2.0 PRELIMINARY DESIGN PHASE — MINI-STATION

JACOBS

2.1 Project Mangement

		Principal-In Charge	Project Manager	QAQC	Architectural Director	Transit Architect	Intern Architect	Project Support
2.1.1	Attend mini-station coordination meetings		8			16		
	Subtotal	0	8	0	0	16	0	0
		Principal-In Charge	Project Manager	QAQC	Architectural Director	Transit Architect	Intern Architect	Project Support
	Firm Rates	$290.00	$100.00	$190.00	$265.00	$135.00	$60.00	$80.00
	Total per Staff	$0.00	$800.00	$0.00	$0.00	$2,160.00	$0.00	$0.00
Billing Total for 2.1 Project Management								$2,960.00

2.5 Station Architecture

		Principal-In Charge	Project Manager	QAQC	Architectural Director	Transit Architect	Intern Architect	Project Support
2.5.1	Develop mini-station concepts and exhibits		4			48	60	
2.5.2	Develop (Sketch-up) renderings and associated exhibits		4			24	30	
2.5.3	Develop complete standard and directive drawings for integration of elec/comm into pylon and shelters at prototypical mini-station and coordinate details of integration with Alameda RTS					24		
2.5.4	Develop complete architectural plans, sections, elevations, details, standard and directive drawings for prototypical mini-station and coordinate with Alameda RTS	6		10		48	160	
2.5.5	Coordinate incorporation of integrated electrical / communications amenities into Standard RTS shelters (4 types - 6x37, 6x46, 9x37, 9x46) based on standard and directive drawings from the Alameda RTS	2		4		30	14	
	Subtotal	8	8	14	0	174	264	0
		Principal-In Charge	Project Manager	QAQC	Architectural Director	Transit Architect	Intern Architect	Project Support
	Firm Rates	$290.00	$100.00	$190.00	$265.00	$135.00	$60.00	$80.00
	Total per Staff	$2,320.00	$800.00	$2,660.00	$0.00	$23,490.00	$15,840.00	$0.00
Billing Total for 2.5 Station Architecture								$45,110.00

2.6 Structural

		Principal-In Charge	Project Manager	QAQC	Architectural Director	Transit Architect	Intern Architect	Project Support
2.6.2	Design complete Standard drawings for structural design of prototypical mini-station canopy and superstructure. Coordinate details of integration with Alameda RTS	0	0	0	0	0	0	60
2.6.3	Design complete Standard drawings of canopy illumination at prototypical mini-station and coordinate details of integration with Alameda RTS	0	0	4	0	28	0	12
2.6.4	Design complete Standard drawings for electrical and communications housing with mini-station wall and pylon.	0	0	0	0	16	30	0
2.6.7	Coordinate incorporation of re-designed electrical and communication conduit runs for station and pylon incorporated electrical and communications cabinets and canopy illumination into Standard RTS shelters (4 types - 6x37, 6x46, 9x37, 9x46) based on standard and directive drawings from the Alameda RTS	0	0	0	0	16	36	0
	Subtotal	0	0	4	0	60	66	72
		Principal-In Charge	Project Manager	QAQC	Architectural Director	Transit Architect	Intern Architect	Project Support
	Firm Rates	$290.00	$100.00	$190.00	$265.00	$135.00	$60.00	$80.00
	Total per Staff	$0.00	$0.00	$760.00	$0.00	$8,100.00	$3,960.00	$5,760.00
Billing Total for 2.6 Structural								$18,580.00

TOTAL FOR 2.0 PRELIMINARY DESIGN PHASE	**MINI-STATION**	**$66,650**

DYER RAPID TRANSIT SYSTEM SUN METRO/CITY OF EL PASO									
Huitt-Zollars, Inc.									
Fee Proposal									
10/28/2014									
4.0 CONSTRUCTION PHASE		**MINI-STATION**							
									JACOBS
4.1 Construction Observation Services			Principal-In Charge	Project Manager	QAQC	Architectural Director	Transit Architect	Intern Architect	Project Support
4.1.1	Prepare mini-station record drawings						16		
	Subtotal		0	0	0	0	16	0	0
			Principal-In Charge	Project Manager	QAQC	Architectural Director	Transit Architect	Intern Architect	Project Support
		Firm Rates	$290.00	$100.00	$190.00	$265.00	$135.00	$60.00	$80.00
		Total per Staff	$0.00	$0.00	$0.00	$0.00	$2,160.00	$0.00	$0.00
Billing Total for 4.0 Construction Phase									$2,160.00

TOTAL FOR 4.0 CONSTRUCTION PHASE	MINI-STATION	$2,160

DYER RAPID TRANSIT SYSTEM
SUN METRO/CITY OF EL PASO

Huitt-Zollars, Inc.
Fee Proposal
10/28/2014

2.0 PRELIMINARY DESIGN PHASE — COMMUNICATIONS

HUITT-ZOLLARS

2.1 Project Mangement		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
2.1.1	Attend fiber communication coordination meetings	4		15	12			
2.1.2	Coordination with WPM for communications			8		16		
	Subtotal	4	0	23	12	16	0	0
		Principal-In	QAQC	Project Manager	Project Engineer	Engineer In	CAD Tech	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$146.00	$99.00	$73.00	$62.00
	Total per Staff	$768.00	$0.00	$3,450.00	$1,752.00	$1,584.00	$0.00	$0.00
Billing Total for 2.1 Project Management								$7,554.00

2.4 Civil		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
2.4.1	Provide available utility information			1		2	2	
	Subtotal	0	0	1	0	2	2	0
		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
	Firm Rates	$192.00	$177.00	$150.00	$146.00	$99.00	$73.00	$62.00
	Total per Staff	$0.00	$0.00	$150.00	$0.00	$198.00	$146.00	$0.00
Billing Total for 2.4 Civil								$494.00

TOTAL FOR 2.0 PRELIMINARY DESIGN PHASE	COMMUNICATIONS	$8,048

DYER RAPID TRANSIT SYSTEM
SUN METRO/CITY OF EL PASO

Huitt-Zollars, Inc.
Fee Proposal
10/28/2014

2.0 PRELIMINARY DESIGN PHASE — COMMUNICATIONS

WALTER P. MOORE

2.1 Project Mangement		Principal-In Charge	Team Director	Senior Designer	Graduate Engineer	Senior CADD Tech	Admin Assistant
2.1.1	Attend fiber communication coordination meetings			15	15		
	Subtotal	0	0	15	15	0	0
		Principal-In Charge	Team Director	Senior Designer	Graduate Engineer	Senior CADD Tech	Admin Assistant
	Firm Rates	$171.91	$153.66	$144.85	$92.84	$90.95	$57.92
	Total per Staff	$0.00	$0.00	$2,172.75	$1,392.60	$0.00	$0.00
Billing Total for 2.1 Project Management							$3,565.35

2.6 Stations MEP/Communications		Principal-In Charge	Team Director	Senior Designer	Graduate Engineer	Senior CADD Tech	Admin Assistant
2.6.1	Configure fiber and copper infrastructure for TVMs and City's Central Data Sy		2	24	24	40	
	Subtotal	0	2	24	24	40	0
		Principal-In Charge	Team Director	Senior Designer	Graduate Engineer	Senior CADD Tech	Admin Assistant
	Firm Rates	$171.91	$153.66	$144.85	$92.84	$90.95	$57.92
	Total per Staff	$0.00	$307.32	$3,476.40	$2,228.16	$3,638.00	$0.00
Billing Total for 2.6 Stations MEP/Communications							$9,649.88

2.8 ITS Design		Principal-In Charge	Team Director	Senior Designer	Graduate Engineer	Senior CADD Tech	Admin Assistant
2.8.1	Design fiber and copper infrastructure comm links	2	4	24	24	40	16
2.8.2	Prepare fiber and copper infrastructure design specs	0	0	14	14	0	0
2.8.3	Prepare ITS paln sheets for fiber and copper infrastructure	0	0	20	26	26	0
	Subtotal	2	4	58	64	66	16
		Principal-In Charge	Team Director	Senior Designer	Graduate Engineer	Senior CADD Tech	Admin Assistant
	Firm Rates	$171.91	$153.66	$144.85	$92.84	$90.95	$57.92
	Total per Staff	$343.82	$614.64	$8,401.30	$5,941.76	$6,002.70	$926.72
Billing Total for 2.8 ITS Design							$22,230.94

TOTAL FOR 2.0 PRELIMINARY DESIGN PHASE	COMMUNICATIONS	$35,446

DYER RAPID TRANSIT SYSTEM
SUN METRO/CITY OF EL PASO

Huitt-Zollars, Inc.
Fee Proposal
10/28/2014

2.0 PRELIMINARY DESIGN PHASE **UTILITY COORDINATION**

HUITT-ZOLLARS

2.2 Utility Investigation		Principal-In Charge	QAQC	Project Manager	Project Engineer	Engineer In Training	CAD Tech	Project Support
2.2.1	Follow up with and coordinate utility relocation and schedule	4		16	16	36	24	
	Subtotal	4	0	16	16	36	24	0
	Firm Rates	Principal-In	QAQC	Project Manager	Project Engineer	Engineer In	CAD Tech	Project Support
	Total per Staff	$192.00	$177.00	$150.00	$146.00	$99.00	$73.00	$62.00
Billing Total for 2.2 Utility Investigation		$768.00	$0.00	$2,400.00	$2,336.00	$3,564.00	$1,752.00	$0.00
								$10,820.00

TOTAL FOR 2.0 PRELIMINARY DESIGN PHASE	UTILITY COORDINATION	$10,820

SERVICE SOLUTIONS SUCCESS

DYER CORRIDOR
RAPID TRANSIT SYSTEM (DYER RTS)

ADDITIONAL SERVICES AMENDMENT to
PROFESSIONAL SERVICES AGREEMENT

City of El Paso ENGINEERING and Construction Management

sunmetro

December 9, 2014

Dyer RTS

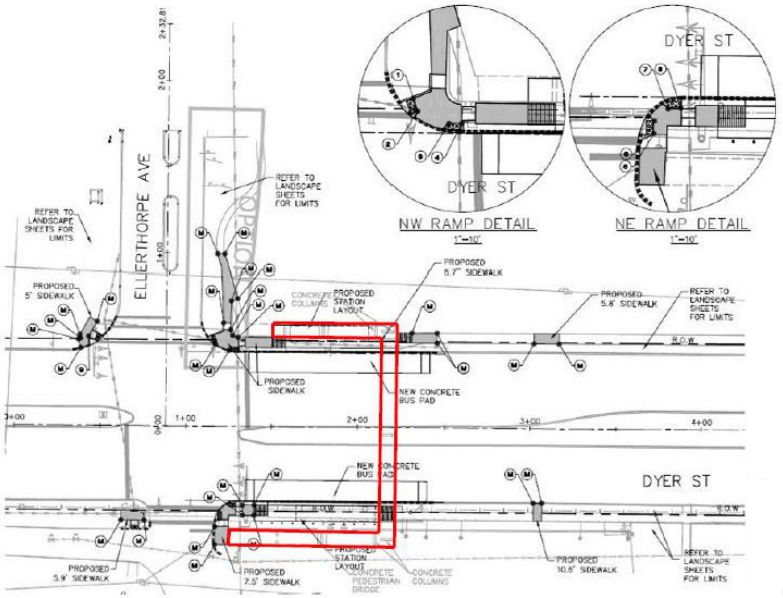
- The Dyer RTS Corridor will extend from the Downtown Transfer Center (Santa Fe & 3rd) to the Northeast Terminal (Dyer & Diana).
- The corridor will have 11 stops and cover approximately 10.5 miles.
- This project terminates at Hondo Pass & Dyer. The Northeast Terminal will be completed as a separate project.

Scope of Work

- Removal of non-ADA compliant pedestrian bridge
- Design of a "road diet" at Pershing & Copia
- Development of modified station design
- Development of a communications plan
- Provide extra utility coordination

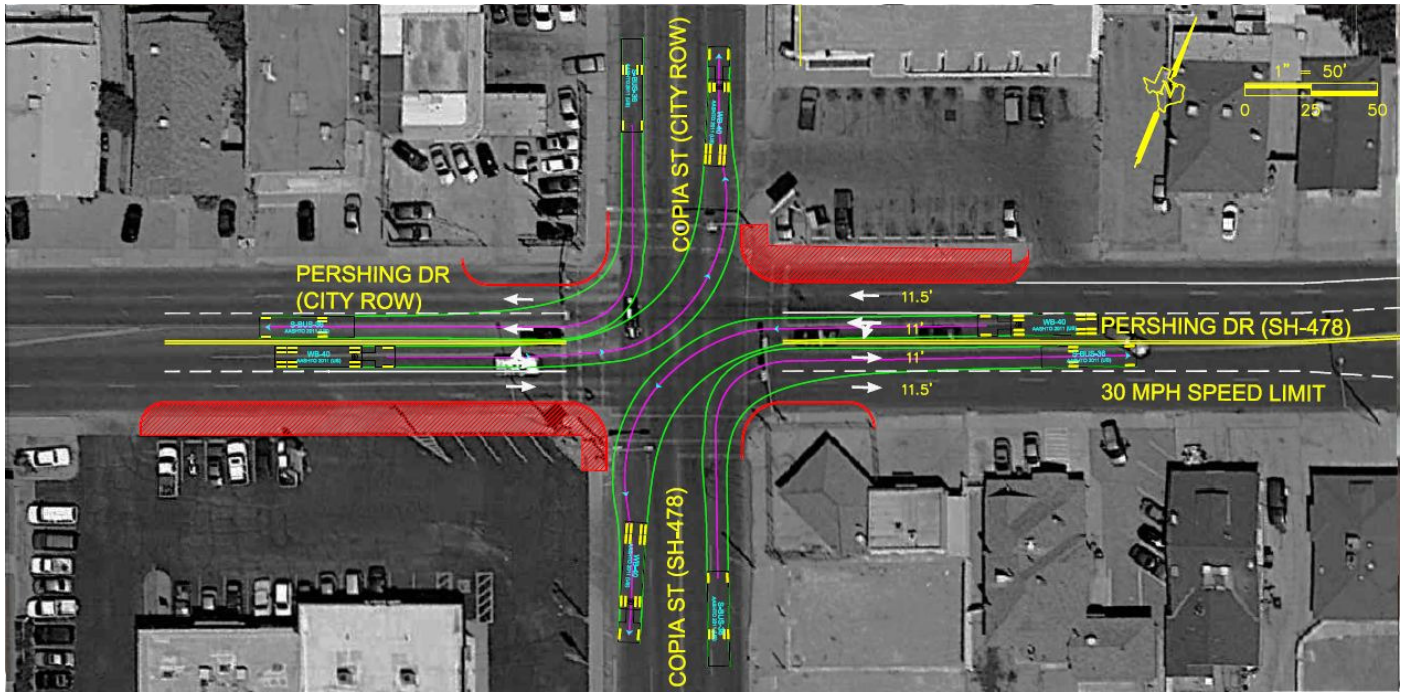
Removal of pedestrian bridge

- Development of the design documents needed for the removal of the obsolete non-accessible pedestrian bridge. Pedestrian access will be maintained and improved through the addition of accessible sidewalk, signal and roadway components to the nearby intersection at Dyer & Ellerthorpe which were already part of this project's scope.



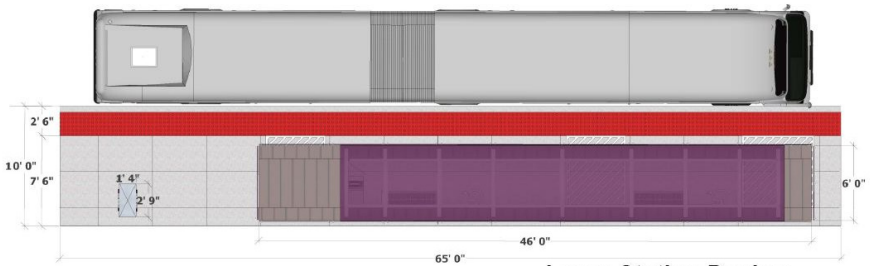
Design of a "road diet" at Pershing & Copia

- A "road diet" would reduce the width of the existing roadway in order to accommodate required accessible pedestrian components as well as the proper placing of the stations at this location.

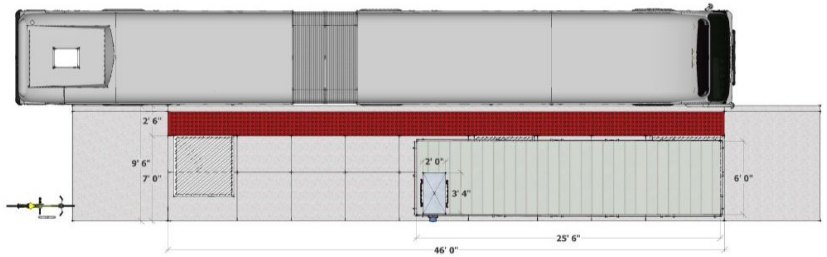


Development of a modified station design

- The new smaller station design will provide an additional ADA compatible option to help address problems at locations with extremely limited right-of-way along the proposed Dyer corridor.



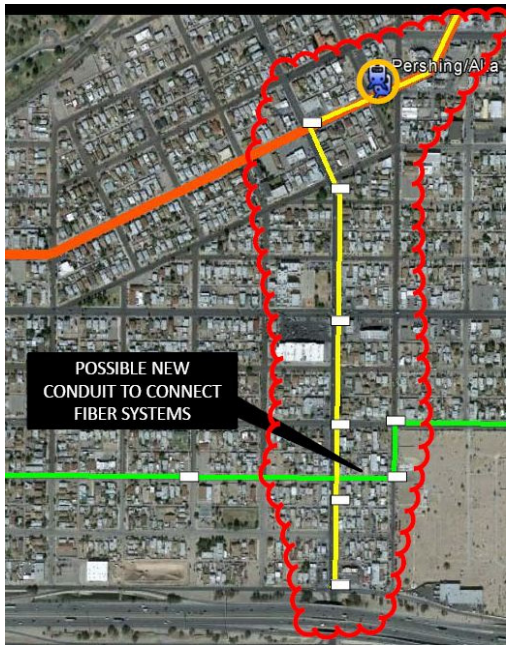
Large Station Design

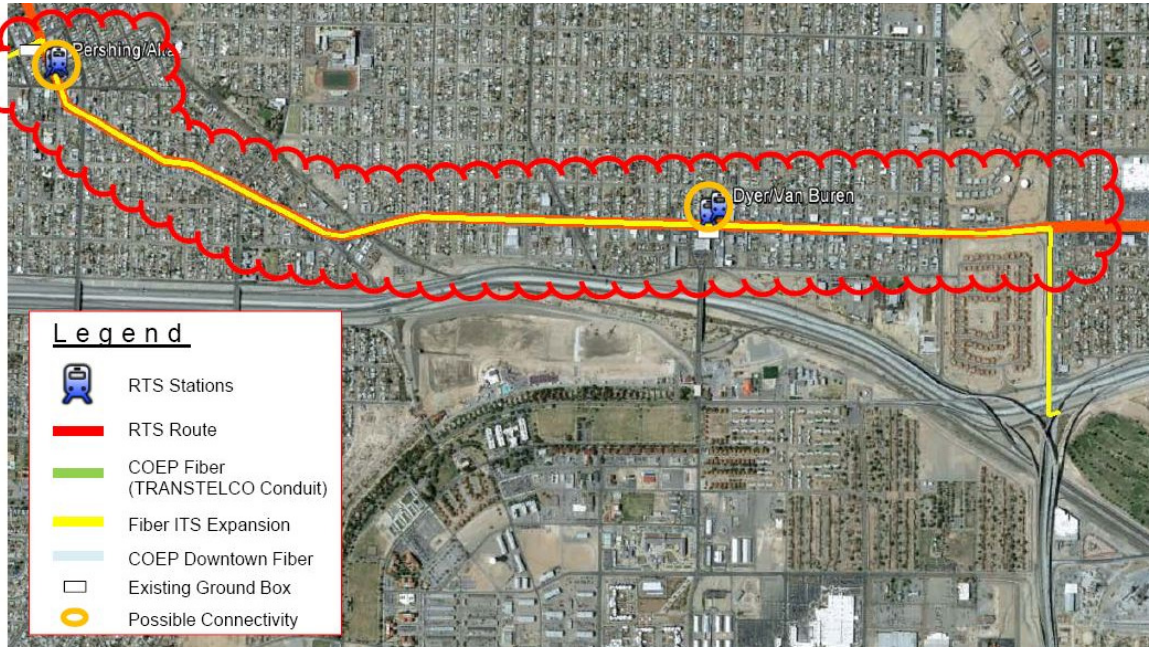


Small Station Design

Development of Communications Plan

- This plan which will extend fiber optic lines for use by Sun Metro and IT using existing, empty conduit lines along the Dyer corridor up to Fred Wilson. Extending these fiber optic lines is the most cost effective way of providing necessary communications ability to several stations along the corridor.





Provide extra utility coordination

- This is necessary in order to ensure utility conflicts are addressed as much as possible prior to construction. Due to the corridor's proximity to Ft. Bliss it is necessary to coordinate with Ft. Bliss utility companies in addition to coordinating with utility companies.

Request

Item	Source	Amount
ORIGINAL CONTRACT AMOUNT	2011 Transportation COs	$1,905,330.00
TODAY'S TOTAL REQUEST FOR ACTION	2011 Transportation COs	$288,409.00
TOTAL PROJECT DESIGN EXPENDITURES NOT TO EXCEED		**$2,193,739.00**

Questions/Comments