

MOTION NO. M2012-38
Increase Contract Contingency for the D Street to M Street Track and Signal Project

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	6/14/12	Recommendation to Board	Ahmad Fazel, DECM Executive Director	206-398-5389
Board	6/28/12	Final Action	Eric Beckman, Project Director Tom Dean, Construction Project Manager	206-398-5251 206-398-5147

PROPOSED ACTION

Authorizes the chief executive officer to increase the contingency for the contract with MidMountain Contractors, Inc. for the construction of the D Street to M Street Track and Signal Project in the amount of \$3,700,000, for a new total authorized contract amount not to exceed \$67,583,109.

KEY FEATURES

- An increase to the contract contingency is needed to pay for work related to differing site conditions including large boulders in the trackway excavation; conflicts with a bridge pier and utility line; obstructions and debris in the drilled shafts and pressurized water table.
- The contingency will also be used for the costs of additional time impacts owed to the contractor, which include extended overhead and any acceleration costs.
- This contingency request is intended to cover the remaining work identified within this contract and is consistent with the previous board actions.

PROJECT DESCRIPTION

The D Street-to-M Street Track and Signal Project will construct a rail connection between the existing Tacoma Dome Station and Sound Transit's Lakeview Subdivision railroad line. The project includes 1.4 miles of track work, a rail bridge over Pacific Avenue, roadway reconstruction, utility relocation and installation of a centralized traffic control system over the entire Lakewood to Tacoma segment.

FISCAL INFORMATION

This action is within the adopted budget and sufficient monies remain after approval of this action to fund the remaining work in this phase as contained in the current cost estimates.

Project Budget

D Street - M Street Track & Signal

	2012 TIP	Board Approvals	This Action	Board Approved Plus Action	Uncommitted/ (Shortfall)
Agency Administration	9,396	7,646	-	7,646	1,749
Preliminary Engineering	1,694	1,695	-	1,695	(1)
Final Design	18,612	18,657	-	18,657	(45)
3rd Party	846	846	-	846	0
Right of Way	44,613	41,692	-	41,692	2,921
Construction	70,948	60,641	3,700	64,341	6,607
Construction Management	6,218	6,218	-	6,218	(0)
Vehicles	8,953	8,953	-	8,953	-
Contingency	-	-	-	-	-
Total Project Budget	\$ 161,281	\$ 146,350	\$ 3,700	\$ 150,050	\$ 11,231

Phase Detail

Construction

Mid Mountain Contractors, Inc	58,491	57,854	3,700	61,554	(3,063)
Other Phase Activity	12,458	2,788	-	2,788	9,670
Total Phase	\$ 70,948	\$ 60,641	\$ 3,700	\$ 64,341	\$ 6,607

Contract Detail

	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Mid Mountain Contractors, Inc.				
Contract - D St - M St Track & Signal	39,474	48,015	-	48,015
Contingency - D St - M St Track & Signal	19,003	9,839	3,700	13,539
Total D St - M St Contract Amount	58,478	57,854	3,700	61,554
Betterment - D St - M St Track & Signal	-	652	-	652
Contract - M St - Lakewood Track & Signal	5,378	5,378	-	5,378
Contingency - M St - Lakewood Track & Signal	-	-	-	-
Total M St - Lakewood Contract Amount	5,378	5,378	-	5,378
Total Contract Amount	\$ 63,856	\$ 63,883	\$ 3,700	\$ 67,583
Percent Contingency	42%	18%	0%	25%

Budget Shortfall	3,063
Construction	3,063
Total Funding	\$ 3,063

Notes:

Amounts are expressed in Year of Expenditure \$000.

Board Approvals = Committed to-date + Contingency, and includes pending Board Actions through April 30, 2012.

Project budget is located on page 72 of the 2012 Transit Improvement Plan.

SMALL BUSINESS PARTICIPATION

Sound Transit Goal:

Small Business: 15%

DBE: 6%

Commitment:

Small Business: 21.7%

DBE: 6.3%

MidMountain Small Business and DBE goals remain the same with the proposed change. As of April, MidMountain has achieved 44.25% Small Business participation of which 4.69% is DBE. MidMountain is expected to achieve both the Small Business and DBE goals by contract end.

APPRENTICE UTILIZATION COMMITMENT

This commitment remains 14%.

EQUAL EMPLOYMENT WORKFORCE PROFILE

112 employees; 14% women; 17% minorities.

BACKGROUND

The D Street to M Street Track and Signal Project will build new railroad tracks between East D and South M Streets and install train signaling systems between Tacoma and Lakewood. The project will connect the Tacoma Dome Station with Sound Transit's existing rail right-of-way at Tacoma Avenue South and extend track and signal improvements westward to join the improvements of the M Street to Lakewood Track and Signal Project. The project will install a Centralized Traffic Control (CTC) railroad signaling system over the Lakewood to Tacoma segment of the rail corridor. In December 2007, the Sound Transit Board selected an alignment that provides grade-separation over Pacific Avenue.

Final design of the project began in July 2008. On June 29, 2010, Sound Transit received seven bids through the competitive bid process. Construction began in September 2010 and is anticipated to be substantially completed in mid-2012.

Construction of the D Street to M Street Track and Signal Project required the excavation and disposal of approximately 550,000 tons of material. During excavation, contaminated material was discovered in greater quantities than estimated during the design phase. Board action was taken in September of 2011 to add additional funding to the contract to deal with this issue. During the presentation to the Board, staff indicated there would likely be a need for some additional funding but it would be prudent to wait until after excavation work was complete and the remaining work items were better quantified. The excavation work is now substantially complete and the remaining additional work items have been quantified.

ENVIRONMENTAL COMPLIANCE

JI 6/1/2012

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2011-70: Authorized the chief executive officer to increase the contingency for the contract with MidMountain Contractors, Inc. for the D Street to M Street Track and Signal project, in the amount of \$8,000,000 for a new total authorized contract amount not to exceed \$63,855,509.

Motion No. M2011-35: Authorized the chief executive officer to increase the contingency for the contract with MidMountain Contractors, Inc. for the D Street to M Street Track and Signal project, in the amount of \$10,950,000, for a new total authorized contract amount not to exceed \$55,855,509.

Motion No. M2010-81: Authorized the chief executive officer to execute a contract with MidMountain Contractors, Inc., for the construction of the D Street to M Street Track and Signal project in the amount of \$40,823,190, with a 10% contingency of \$4,082,319, for a total authorized contract amount not to exceed \$44,905,509.

TIME CONSTRAINTS

A delay in approval of this action will delay the completion of construction.

LEGAL REVIEW

JN 6/8/2012

MOTION NO. M2012-38

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to increase the contingency for the contract with MidMountain Contractors, Inc. for the construction of the D Street to M Street Track and Signal Project in the amount of \$3,700,000, for a new total authorized contract amount not to exceed \$67,583,109.

BACKGROUND:

The D Street to M Street Track and Signal Project will build new railroad tracks between East D and South M Streets and install train signaling systems between Tacoma and Lakewood. The project will connect the Tacoma Dome Station with Sound Transit's existing rail right-of-way at Tacoma Avenue South and extend track and signal improvements westward to join the improvements of the M Street to Lakewood Track and Signal Project. The project will install a Centralized Traffic Control (CTC) railroad signaling system over the Lakewood to Tacoma segment of the rail corridor. In December 2007, the Sound Transit Board selected an alignment that provides grade-separation over Pacific Avenue.

Final design of the project began in July 2008. On June 29, 2010, Sound Transit received seven bids through the competitive bid process. Construction began in September 2010 and is anticipated to be substantially completed in mid-2012.

Construction of the D Street to M Street Track and Signal Project required the excavation and disposal of approximately 550,000 tons of material. During excavation, contaminated material was discovered in greater quantities than estimated during the design phase. Board action was taken in September of 2011 to add additional funding to the contract to deal with this issue. During the presentation to the Board, staff indicated there would likely be a need for some additional funding but it would be prudent to wait until after excavation work was complete and the remaining work items were better quantified. The excavation work is now substantially complete and the remaining additional work items have been quantified.

The additional contingency will pay for work related to differing site conditions including large boulders in the trackway excavation; conflicts with a bridge pier and utility line; obstructions and debris in the drilled shafts and pressurized water table. The contingency will also be used for the costs of additional time impacts owed to the contractor, which include extended overhead and any acceleration costs.

MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to increase the contingency for the contract with MidMountain Contractors, Inc. for the construction of the D Street to M Street Track and Signal Project in the amount of \$3,700,000, for a new total authorized contract amount not to exceed \$67,583,109.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 28, 2012.



Julia Patterson
Board Vice Chair

ATTEST:



Marcia Walker
Board Administrator