



MOTION NO. M2013-91

Increase Contingency for East Link Extension Final Design Services – International District Station to South Bellevue Segment

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	10/10/13	Recommendation to Board	Ahmad Fazel, DECM Executive Director	206-398-5389
Board	10/24/13	Final Action	Ron Lewis, Executive Project Director, East Link Dirk Bakker, Corridor Design Manager - East Link (I-90)	206-689-4905 206-370-5661

PROPOSED ACTION

Authorizes the chief executive officer to add contract contingency for the contract with Parsons Brinckerhoff, Inc., to provide final design services for the International District Station to South Bellevue segment of the East Link Extension in the amount of \$ 1,700,000, for a new total authorized contract amount not to exceed \$30,340,879.

KEY FEATURES SUMMARY

- The contingency funds will provide for design refinements and testing based in part on third party requirements and efforts to mitigate project risks. The anticipated additions and changes include:
 - A testing program for the floating bridge track attachment and plinth system to include strength and durability testing of plinth materials, plinth system attachment testing and track isolation testing for stray currents.
 - Additional wind and wave analyses for the I-90 floating bridge to determine critical windspeeds to be used in the stress analyses of the bridge.
 - A LIDAR survey of the floating bridge to improve the accuracy of measurements, survey and control existing conditions on the floating bridge, including the general purpose lanes. The LIDAR survey will use a laser to take accurate measurements.
 - Traffic control for I-90 center roadway closures to perform various existing conditions surveys.
 - Converting the gravity and seismic retrofit contract package to WSDOT standards. This work includes CAD, contract specifications, and packaging and coordination with the construction office. This conversion will allow WSDOT to administer this work.
 - Graphics services to support outreach and permits for the stations on Mercer Island and Rainier Avenue.

BACKGROUND

East Link extends light rail to east King County via I-90 from downtown Seattle to downtown Bellevue and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red Corridor, Overlake Village, and the Overlake Transit Center. The East Link project route, profiles, and station locations, including the tunnel route in downtown Bellevue, were selected by the Sound Transit Board on July 28, 2011, and amended on April 25, 2013. Revenue service between Seattle and the Overlake Transit Center is forecasted for 2023.

In October 2012, the Board authorized a contract with Parsons Brinckerhoff (PB) for Final Design Services for civil and architectural elements necessary to construct the Seattle to South Bellevue segment of the East Link extension. Work began in November 2012 and since then the design has progressed significantly.

In July 2012, the Board authorized an amendment to the PB contract to provide funding for final design services associated with the turn-back track facility at the International District Station.

The contingency requested by this action will provide funding for additional services required to advance the final design.

Additional testing will take place on plinth systems that have been developed for attaching light rail tracks to the floating bridge. The system uses light weight concrete (LWC) for the plinths to mitigate for weight increases on the floating bridge. Various LWC mix designs will be tested for strength and durability and the most suitable mix design will be used for tests. The testing will also include electrical isolation testing in order to meet track to earth resistance limits on the floating bridge.

During the technical evaluation process for the floating bridge, WSDOT required that Sound Transit perform additional wind and wave analysis. Sound Transit has worked with WSDOT to determine the type and amount of analysis needed to meet requirements. An initial wind and wave analysis was conducted and was paid for under the R8A contract.

During the evaluation process WSDOT also required different topographic survey methods to determine the existing conditions of the floating bridge. Sound Transit has worked with WSDOT to determine the type of survey that would be acceptable.

Following development of contract packages, Sound Transit and WSDOT determined that it is in the best interest of the project for WSDOT to be responsible for gravity and seismic retrofit work on WSDOT structures, including the bridge. WSDOT will be responsible for management and administration of the contract to complete this work. To effectively execute the contract package, Sound Transit will modify the construction package to be in accordance with standards familiar to WSDOT. The agencies have worked together to minimize the cost of these changes.

FISCAL IMPACT

This action is within the Adopted Budget and sufficient funds remain after approval of this action to fund the remaining work in the Final Design Phase as contained in the current cost estimates.

East Link Extension	2012 TIP	Commitment to Date	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	67,419	19,510	0	19,510	47,909
Preliminary Engineering	61,123	55,195	0	55,195	5,928
Final Design	226,292	150,286	1,700	151,986	74,306
Right of Way	365,408	164,139	0	164,139	201,269
Construction	0	0	0	0	0
Construction Services	0	0	0	0	0
Third Party Agreements	40,605	5,108	0	5,108	35,497
Vehicles	0	0	0	0	0
Total Current Budget	760,847	394,239	1,700	395,939	364,908

Phase Detail - Final Design

Civil/Arch FD Package 2	29,000	28,641	1,700	30,341	(1,341)
FD Unallocated Contingency	9,905	0	0	0	9,905
Other Phase Work	187,387	121,646	0	121,646	65,741
Total Phase	226,292	150,286	1,700	151,986	74,306

Parsons Brinckerhoff Contract Detail

	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Contract Amount	28,641	28,641	0	28,641
Contingency	0	0	1,700	1,700
Total Contract Amount	28,641	28,641	1,700	30,341

Budget Shortfall	1,341
Surplus from FD Unallocated Contingency	1,341
Total Funding	1,341

Notes:

Amounts are expressed in Year of Expenditure \$000s.
 Board Approvals to Date includes amounts through August 31st 2013, plus any pending Board Actions.
 Project Budget is located on page 38 of the 2013 Transit Improvement Plan (TIP), plus any pending Board Action.
 Board Approvals = Committed to-date + Contingency.

SMALL BUSINESS PARTICIPATION

Sound Transit Goal:

Small Business: 12%
 DBE: 6%

Commitment, total contract:

Small Business: 21.6%
 DBE: 17.20%

Subconsultant/Subcontractor	Business Type	% Work	Dollar Value
ATS Consulting	Small Business	1.77%	\$ 537,863
Bolima Drafting and Design	DBE	2.48%	\$ 753,124
DKA Associates	DBE	1.00%	\$303,530
DL Design Group	DBE	0.28%	\$85,324
Elcon Associates	Small Business	0.23%	\$69,920
Gary Baldasari AIA LLC	Small Business	0.37%	\$111,659
Lin and Associates	DBE	1.23%	\$373,625
LKG-CMC	DBE	1.81%	\$550,491
Moniz Architectures	DBE	0.29%	\$90,906
Nakano	DBE	1.01%	\$307,461
Ott Construction Consultants	Small Business	1.15%	\$350,379
PCSI Design	DBE	0.20%	\$59,538
SC Solutions	Small Business	2.81%	\$852,613
SCL Inc	DBE	3.05%	\$925,295
The Greenbusch Group	DBE	0.47%	\$142,725
Tahoma Road	Small Business	0.10%	\$31,049
The Watershed Group	Small Business	0.77%	\$232,292
Total for Contract		19.00%	\$5,777,794

EQUAL EMPLOYMENT WORKFORCE PROFILE

186 employees; 8% women; 18.8% minorities.

PUBLIC INVOLVEMENT

Public outreach on the East Link extension has taken place for the last five years. Outreach activities have included meeting with communities, businesses, stakeholders, local jurisdictions, and agencies. Since project kickoff in 2006, Sound Transit has hosted 28 public meetings while also holding briefings and drop-in sessions. The comments gathered at those public sessions have and will continue to help the decision-making process for the East Link extension.

TIME CONSTRAINTS

Final design will need to be advanced to 60% by spring 2014 to meet the schedule and budget baseline milestone in 2014. A one month delay of this action would delay the start of these final design activities but would not impact the baseline milestone date.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2013-48: Authorized the chief executive officer to execute a contract amendment with Parsons Brinckerhoff, Inc., to provide final design services for the East Link Extension civil design to include a turn-back-track facility at the International District Station in the amount of \$755,879, for a total authorized contract amount not to exceed \$28,640,879.

Motion No. M2012-75: Authorized the chief executive officer to execute a contract with Parsons Brinckerhoff, Inc., to provide final design services for the International District Station to South Bellevue segment of the East Link Extension for a total authorized contract amount not to exceed \$27,885,000.

ENVIRONMENTAL REVIEW

JI 9/23/2013

LEGAL REVIEW

LA 4 October 2013

MOTION NO. M2013-91

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to add contract contingency for the contract with Parsons Brinckerhoff, Inc., to provide final design services for the International District Station to South Bellevue segment of the East Link Extension in the amount of \$ 1,700,000, for a new total authorized contract amount not to exceed \$30,340,879.

BACKGROUND:

East Link extends light rail to east King County via I-90 from downtown Seattle to downtown Bellevue and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red Corridor, Overlake Village, and the Overlake Transit Center. The East Link project route, profiles, and station locations, including the tunnel route in downtown Bellevue, were selected by the Sound Transit Board on July 28, 2011, and amended on April 25, 2013. Revenue service between Seattle and the Overlake Transit Center is forecasted for 2023.

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MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to add contract contingency for the contract with Parsons Brinckerhoff, Inc.; to provide final design services for the International District Station to South Bellevue segment of the East Link Extension in the amount of \$ 1,700,000, for a new total authorized contract amount not to exceed \$30,340,879.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 24, 2013.



Pat McCarthy
Board Chair

ATTEST:



Marcia Walker
Board Administrator