

SOUND TRANSIT

MOTION NO. M2010-18

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 Condon Johnson and Associates for the University Link I-5 Undercrossing Construction Pits in the amount of \$3,900,000 for a new total authorized contract amount not to exceed \$26,537,810, which includes costs reimbursable to Sound Transit from third parties for betterments.

Background:

Contract U215 (Interstate 5 Undercrossing Construction Pits) is an early works contract that will remove existing I-5 foundation elements (e.g. large-diameter cylinder pile structures) allowing the tunnel boring machine to pass under I-5 unobstructed.

On January 29, 2009, the Sound Transit Board authorized the chief executive officer to execute a contract with Condon Johnson and Associates to provide construction services for Contract U215 in the amount of \$19,687,810, with a contingency of \$2,950,000. Contract U215 has been established as one of the University Link Project early works contract packages preceding major heavy civil underground work associated with the project's twin tunnels. In this case, Contract U215 precedes the heavy civil work for Contract U230 (Capitol Hill Station to Pine Street Stub Tunnel). The strategy for this early work contract is to mitigate the scheduling risk inherent with the challenges of removing existing I-5 substructures within the limits of the future light rail tunnel bores.

The scope of work in this contract includes the following:

- Demolition and construction of four construction pits (depths varying from 60 to 80 feet below the lanes of I-5); two pits are located in the I-5 Olive Way northbound off-ramp, and two pits are located in the Pine/Pike reversible ramp;
- Maintenance of traffic provisions to allow full closure of the two I-5 ramps and detour of all non-construction traffic onto city streets;
- Excavation of the pits in 10-foot increments (rings), tieback support for each ring, and reinforced cast-in-place concrete walls that tie-in with adjoining substructure elements of I-5;
- Removal of existing cylinder pile elements within the limits of the future light rail tunnel bores that will be mined with a tunnel boring machine passing underneath I-5; and
- Backfilling, restoring pavement, grinding and re-paving of the Pike/Pine reversible ramp, and restoring utilities.

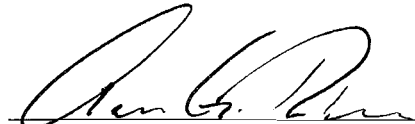
At present, the work on the pits is approximately 40% complete. As previously mentioned the work has encountered some unanticipated events that have required the commitment of approximately 90% of the allocated contingency. These events have also resulted in the erosion of all contract schedule float and have created some delay that Sound Transit and the Contractor continue to assess and identify means/methods to mitigate.

Sound Transit staff has reviewed the status of the work and reassessed the risk matrix associated with the remaining work in this contract. Based on this work, Sound Transit is recommending an increase in the allocated contingency in the amount of \$3,900,000.

Motion:

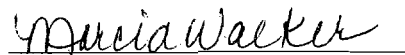
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to increase the contingency for the contract with Condon Johnson and Associates for the University Link I-5 Undercrossing Construction Pits in the amount of \$3,900,000 for a new total authorized contract amount not to exceed \$26,537,810, which includes costs reimbursable to Sound Transit from third parties for betterments.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on January 28, 2010.



Aaron Reardon
Board Chair

ATTEST:



Marcia Walker
Board Administrator