

MOTION NO. M2011-70

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to increase the contract contingency with MidMountain Contractors, Inc. for the construction of 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.

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. The project will receive funds from the Federal Railroad Administration (FRA), Federal Transit Administration (FTA), Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), and WSDOT Regional Mobility programs.

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 complete in mid- 2012.

Construction of the D Street to M Street Track and Signal project requires excavation and disposal of approximately 550,000 tons of material in this area. During excavation of the site for utility and roadway work, contaminated material was discovered in greater quantities than estimated during the design phase. Historically, unregulated fill was used to build up portions of South Tacoma Way and Pacific Avenue from a ravine to the current elevation and heavy metal contaminants are dispersed throughout the site. The original bid assumed mostly clean material in this area. This action will cover the costs associated with the removal and proper disposal of the contaminated soils but other risks still remain on the project including buried obstructions, ground water handling and undocumented utilities. The major site excavation is scheduled to be complete in the fall of this year at which time the remaining risks will be better quantified and a subsequent board action may be necessary to address those issues.

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 contract contingency with MidMountain Contractors, Inc. for the construction of 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.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 22, 2011.



Aaron Reardon
Board Chair

ATTEST:



Marcia Walker
Board Administrator