

MOTION NO. M2011-12

**Montlake Pedestrian Bridge Redesign**

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	02/10/11	Recommendation to Board	Ahmad Fazel, Executive Director	206-398-5389
Board	02/24/11	Final Action	<b>John Sleavin, Director Civil and Structural Design</b>	206-398-5150

## PROPOSED ACTION

Authorizes the chief executive officer to execute a contract amendment with Northlink Transit Partners, Joint Venture to redesign the Montlake Pedestrian Bridge for the University Link project in the amount of \$1,534,000, for a new total authorized contract amount not to exceed \$55,063,269, contingent upon approval of the Montlake Triangle Project Memorandum of Agreement.

## KEY FEATURES

- The proposed action would amend the final design contract to redesign the Montlake Pedestrian Bridge in accordance with the Montlake Triangle Project (MTP).
- Northlink Transit Partners, Joint Venture (NTP) is currently providing bid support and design services during construction (DSDC) for the University Link project. The work consists of deletions and modifications to the existing University Washington (UW) Station Civil and Finishes (Contract U250) design and development of final design documents for a new bike ramp and bike/pedestrian combined bridge. This additional design work is within the scope of the contract.
- This contract amendment will include development of 60%, 90%, and 100% documents for the redesign of the Montlake Pedestrian Bridge.
- The proposed action is contingent upon Board approval and execution of the related MTP Memorandum of Agreement (MOA) proposed action (Motion No. M2011-11).
- The Montlake Triangle Project Memorandum of Agreement between the Washington State Department of Transportation (WSDOT), UW, and Sound Transit establishes a total baseline budget of \$43M to design, construct, manage, and administer all the facilities associated with the MTP. Sound Transit's share of the project consists of an estimated \$8M realized from removing the pedestrian bridge already included in Contract U250 (UW Station Civil and Finishes) and contribution of an additional \$4M for a total amount of up to \$12M. The final design work proposed in the action will be fully funded by Sound Transit and counted toward its contribution to the MTP.

## PROJECT DESCRIPTION

University Link (U-Link) is a 3.15-mile light rail extension located entirely underground with tunnels traveling east from Pine Street, under the I-5 freeway to an underground station at Capitol Hill, continuing north beneath SR 520 and the Lake Washington Ship Canal to an underground station on the UW campus, near Husky Stadium. The UW Station construction includes the station structure, finishes, mechanical and electrical work, and restoration of the Husky Stadium parking lot.

## FISCAL INFORMATION

(Year of Expenditure \$000)

University Link	Adopted 2011 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	115,229	39,941		39,941	75,288
Preliminary Engineering	24,349	24,266		24,266	82
Final Design	87,633	76,053	1,534	77,587	10,046
Right of Way	152,332	124,797		124,797	27,535
Construction	1,158,183	713,121		713,121	445,062
Construction Services	95,726	66,250		66,250	29,476
Third Party Agreements	18,646	11,407		11,407	7,239
Vehicles	103,909	99,185		99,185	4,724
<b>Total Current Budget</b>	<b>1,756,007</b>	<b>1,155,020</b>	<b>1,534</b>	<b>1,156,554</b>	<b>599,453</b>

### Final Design Phase Budget Detail

Civil Final Design	40,617	40,617	1,534	42,151	(1,534)
Other Final Design	43,962	35,436		35,436	8,526
FD Unallocated Contingency	3,054	-		-	3,054
<b>Total Phase</b>	<b>87,633</b>	<b>76,053</b>	<b>1,534</b>	<b>77,587</b>	<b>10,046</b>

Contract Amount	Board Approvals to Date (F)	Current Approved Contract Value (G)	Proposed Action (H)	Proposed Total for Board Approval (I)	Proposed Contract Value (J)
Contract Amount	52,271	53,114	1,534	53,805	54,648
Contingency	1,259	415	-	1,259	415
<b>Total Contract</b>	<b>53,529</b>	<b>53,529</b>	<b>1,534</b>	<b>55,063</b>	<b>55,063</b>
Percent Contingency	2%	1%	0%	2%	1%
Less North Link - UW Sta to Northgate	3,189	3,189	-	3,189	3,189
<b>Total University Link</b>	<b>50,341</b>	<b>50,341</b>	<b>1,534</b>	<b>51,875</b>	<b>51,875</b>
Less Third Party Reimbursements	-	-	-	-	-
<b>Total Sound Transit Share</b>	<b>50,341</b>	<b>50,341</b>	<b>1,534</b>	<b>51,875</b>	<b>51,875</b>

### Budget Shortfall

Task Level	\$Amount (K)	Potential Resources (L)	Source (M)
Civil Final Design	1,534	3,054	Unallocated contingency within the Final Design phase of the University Link project

(B) COMMITTED TO DATE amounts are from Link WBS Report as of December 2010 + approved and pending board actions not recorded as of 12/31/10, or submitted after that date, and include allocated contingencies.

## SMALL BUSINESS PARTICIPATION

Sound Transit Goal: 20%

Commitment: 21%

Subconsultant/Subcontractor	Business Type	% of Work	Dollar Value
Lightwire	DBE	1.62%	\$24,930
Grijalva Engineering	DBE	2.40%	\$36,908
Dr. Sauer Corporation	Small Business	3.71%	\$56,955
Swift and Company	Small Business	6.96%	\$106,891
<b>Total</b>		<b>14.7%</b>	<b>\$225,684</b>

## EQUAL EMPLOYMENT WORKFORCE PROFILE

1250 employees; 24.11% women; 21.43% minorities.

## BACKGROUND

U-Link final design began in December 2006, following Board approval of the U-Link civil engineering and architectural final design services contract with NTP. The NTP contract scope of work was divided into three phases: early work, final design, and DSDC. Early work tasks included evaluating revised station entrance configurations, value engineering recommendations, and other ideas for reducing project costs, advancing station architectural work, and other pre-final design activities. The final design work phase brought the U-Link project from 30% design completion to 100% design completion.

In November 2008, Motion No. M2008-106 amended the contract to add funding for bid support and DSDC of the U-Link Project. The contract was also amended in April 2009 (Motion M2009-34) to add funding for advanced preliminary engineering of the North Link extension.

The Federal Transit Administration (FTA) and Board-approved 2006 design included a station at the UW on the east side of Montlake Boulevard, near Husky Stadium. The UW Station design included a grade-separated pedestrian crossing of Montlake Boulevard NE, via a tunnel or bridge, with an option for an extended tunnel or bridge across NE Pacific Place and the Burke-Gilman Trail to provide access to the Rainier Vista corridor and central campus. Resolution No. R2006-07 acknowledged that a profile decision would be made during final design after additional safety/security reviews and third party partnership negotiations.

Subsequent to the issuance of the Final Supplemental Environmental Impact Statement (FSEIS) and Record of Decision (ROD), Sound Transit designed a grade-separated pedestrian bridge as part of the UW Station final design. The grade-separated pedestrian bridge design extends from the station over Montlake Boulevard NE, NE Pacific Place, and the Burke-Gilman Trail, connecting to the eastern edge of the lower Rainier Vista on campus. The grade-separated pedestrian bridge design implements the 2006 design and the ROD mitigation measures relating to the Burke-Gilman Trail.

The MTP is a result of a directive from the Washington State Legislature for WSDOT to work with stakeholder agencies to develop transit connections in the SR-520 corridor, including improvements at the Montlake Triangle as a multimodal transit hub. The MTP was jointly developed by Sound Transit, UW, King County Metro, WSDOT, and Seattle Department of Transportation. These agencies worked together to evaluate various options for improvement of pedestrian connections between the UW Station and the central campus area; and improvements to bus and bicycle/trail facilities at the Montlake Triangle. The MTP revises the original project design to include an updated pedestrian and bicycle access plan and other landscape improvements to connect the UW Station to the central campus area while also improving light rail to bus transit connections and regional multi-purpose trail connections. The MTP implements the U-Link ROD commitments and also serves as partial mitigation for effects of the SR-520 Bridge Replacement Project. The proposed MTP design would implement the grade-separated crossing of Montlake Boulevard NE, NE Pacific Place, and the Burke-Gilman Trail identified in the 2006 FSEIS and ROD with the following:

- A pedestrian and bicycle access bridge over Montlake Blvd. NE that would connect UW Station to the Montlake Triangle.
- Montlake Triangle pedestrian, bicycle, and bus stop improvements.
- A landscaped pedestrian bridge over a lowered NE Pacific Place and improved Burke-Gilman Trail.
- Improvements to the Lower Rainier Vista to enhance pedestrian connections between UW Station and central campus area.

## ENVIRONMENTAL COMPLIANCE

FTA reviewed the proposed project modifications and provided NEPA approval on January 6, 2011. As SEPA lead agency, UW issued a SEPA addendum to the North Link FSEIS on January 14, 2011, with Sound Transit as the co-lead agency.

Jl 2/4/11

## PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2011-11 – Authorizes the chief executive officer to execute a memorandum of agreement with the Washington State Department of Transportation and the University of Washington to implement the Montlake Triangle Project for the University Link project in the amount of \$38,000,000 with a project construction reserve of \$5,000,000, for a total authorized agreement amount not to exceed \$43,000,000, with a maximum contribution of \$12,000,000 from Sound Transit.

Motion No. M2009-34 – Authorized the chief executive officer to execute a contract amendment with Northlink Transit Partners, Joint Venture for additional funding in order to provide Early Work (Advanced Preliminary Engineering) on the North Link extension from the University of Washington Station (to the portal for the North Link tunnels near Interstate 5 and NE 76th Street in the amount of \$2,898,800, with a contingency of \$289,880 totaling \$3,188,680, for a new total authorized contract amount not to exceed \$53,529,269.

Motion No. M2008-106 – Authorized the chief executive officer to execute a contract amendment with Northlink Transit Partners, Joint Venture to provide bid support and design services during construction for the University Link project in the amount of \$10,479,900, with a contingency of \$968,660 totaling \$11,456,954, for a new total authorized contract amount not to exceed \$50,340,589.

Motion No. M2006-78 – Authorized the chief executive officer to execute a contract with Northlink Transit Partners, Joint Venture to provide civil engineering and architectural final design services for the University Link project for a total authorized contract amount not to exceed \$38,883,635 with final design work subject to Federal Transit Administration final design approval.

## TIME CONSTRAINTS

A one month delay would introduce an equal delay in the construction procurement schedule.

## PUBLIC INVOLVEMENT

In June and July 2010, Sound Transit participated in an intensive workshop process which included representatives from UW, King County Metro, WSDOT, the Seattle Department of Transportation, Seattle Design Commission, Pedestrian and Bicycle Advisory Committees. Two public steering committee meetings were held to review the recommendations of this group in July and August 2010. In October 2010, a summary report was published and distributed by WSDOT identifying the MTP as the preferred action. Additional progress reports were delivered to Seattle City Council, the Seattle pedestrian and bicycle advisory committees, and the Seattle Design Commission during the fall of 2010. The MTP was presented for and received schematic design approval from both the UW Architecture Commission and the Seattle Light Rail Review Committee on December 6 and 16, 2010 respectively. Finally, Sound Transit held a public open house on the proposed MTP design and its relationship to the UWS on January 12, 2011.

## LEGAL REVIEW

LA 2/3/11

**MOTION NO. M2011-12**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract amendment with Northlink Transit Partners, Joint Venture to redesign the Montlake Pedestrian Bridge for the University Link project in the amount of \$1,534,000, for a new total authorized contract amount not to exceed \$55,063,269, contingent upon approval of the Montlake Triangle Project Memorandum of Agreement.

**BACKGROUND:**

U-Link final design began in December 2006, following Board approval of the U-Link civil engineering and architectural final design services contract with NTP. The NTP contract scope of work was divided into three phases: early work, final design, and DSDC. Early work tasks included evaluating revised station entrance configurations, value engineering recommendations, and other ideas for reducing project costs, advancing station architectural work, and other pre-final design activities. The final design work phase brought the U-Link project from 30% design completion to 100% design completion.

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- Improvements to the Lower Rainier Vista to enhance pedestrian connections between UW Station and central campus area.

The proposed action is contingent upon Board approval and execution of the related MTP Memorandum of Agreement proposed action (Motion No. M2011-11).

**MOTION:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract amendment with Northlink Transit Partners, Joint Venture to redesign the Montlake Pedestrian Bridge for the University Link project in the amount of \$1,534,000, for a new total authorized contract amount not to exceed \$55,063,269, contingent upon approval of the Montlake Triangle Project Memorandum of Agreement.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 24, 2011.

A handwritten signature in blue ink, appearing to read "Aaron Reardon", is written over a horizontal line.

Aaron Reardon  
Board Chair

**ATTEST:**

A handwritten signature in blue ink, appearing to read "Marcia Walker", is written over a horizontal line.

Marcia Walker  
Board Administrator