

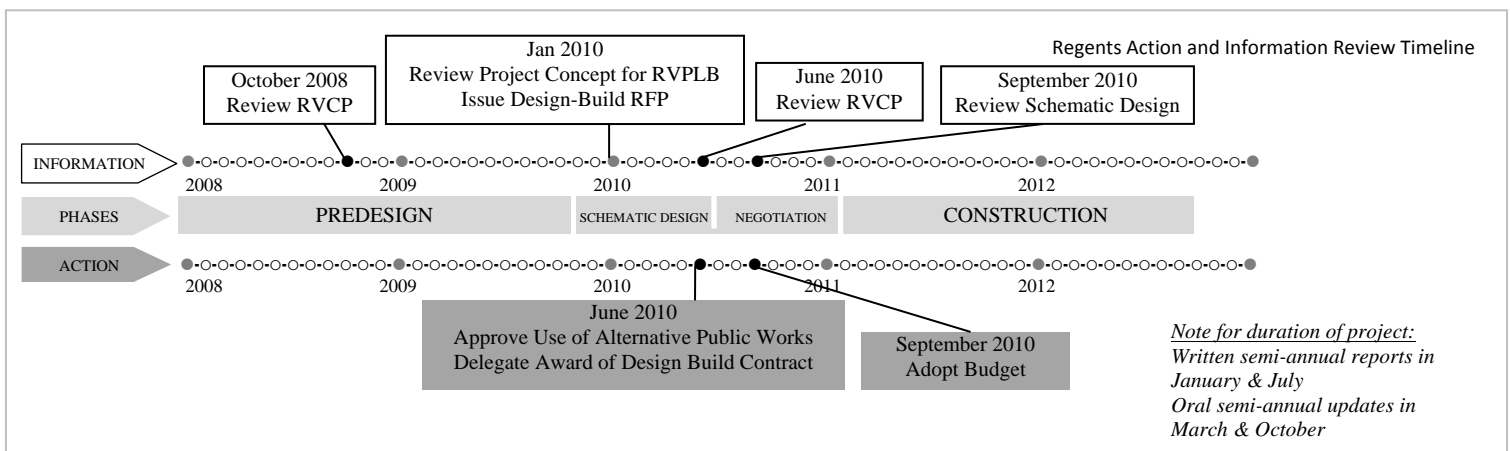
VII. STANDING COMMITTEES

A. Academic and Student Affairs Committee

In Joint Session with

B. Finance, Audit and Facilities Committee

Rainier Vista Pedestrian Land Bridge – Review Project Concept, Approve the Use of Alternative Public Works and Delegate Authority to Award Design Build Contract



RECOMMENDED ACTION:

It is the recommendation of the administration and the Finance, Audit and Facilities Committee that the President be delegated authority to award a \$7.5 million design build contract to Tri-State/INCA subject to confirmed funding being in place, and approve the use of Alternative Public Works for the Rainier Vista Pedestrian Land Bridge Project (RVPLB) which includes lowering a portion of Pacific Place and the construction of the Rainier Vista pedestrian land bridge.

Owing to ongoing funding discussions with other public agencies including Sound Transit and Washington State Department of Transportation (WSDOT), the President shall be delegated authority to execute the initial task for this contract for \$1 million, and upon receipt of full funding commitments for the entire \$18.8 million project budget, to execute the balance of the contract.

PROJECT DESCRIPTION:

Sound Transit (ST) is required to have a grade separated crossing along the Burke Gilman Trail as part of the pedestrian access to and from the train station at Husky Stadium. Sound Transit’s solution was to provide a 710 foot long

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pedestrian bridge over Montlake Blvd and Pacific Place to connect the station to the south end of Rainier Vista.

During the permitting review, Seattle Department of Transportation (SDOT) requested a study be performed to see if there was an equal, if not better, alternative to the bridge. A committee comprised of Sound Transit, the University of Washington (UW) and SDOT concluded there was indeed a better alternative that used the Rainier Vista Concept Plan (RVCP) as the basis of the design.

Pursuant to a Term Sheet between UW, ST and SDOT, the University advertised for bids for a design build contract to lower Pacific Place and construct a land bridge on Rainier Vista. This project was budgeted at \$18.8M with funding contributions from ST (\$10.8M), SDOT (\$4M) and UW (\$4M). Owing to fiscal difficulties, SDOT is unable to meet that funding contribution.

WSDOT has selected a Preferred Alternative for SR 520 which incorporates a pedestrian land bridge at Rainier Vista and a lid over portion of Montlake Avenue from Pacific Street and Pacific Place. WSDOT has expressed willingness to assist in funding portion of the Rainier Vista Land Bridge project.

WSDOT has tentatively agreed to fund \$1M towards execution of Part 1 of the design build contract which will allow work by the design build contractor for 60 days. All parties (WSDOT, SDOT, METRO King County, ST and UW) have agreed to participate in a series of design workshops to evaluate the feasibility of the Montlake Lid proposed by WSDOT in this 60 days. At the end of the 60 days, the University will make a determination of whether or not to proceed with the balance of the design build contract for Rainier Vista.

SCOPE OF THE PROJECT:

The scope of the Rainier Vista Pedestrian Land Bridge (RVPLB) project lowers Pacific Place NE and constructs a land bridge that will connect the Montlake triangle with lower Rainier Vista in a seamless pedestrian experience. Transit patrons will access the triangle via a combination of existing crosswalks and new

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mid-block crossing along Montlake. This mid-block crossing will be funded and installed by SDOT.

The project will be constructed in two phases. The first phase is a design-build package responsible for lowering Pacific Place, constructing the land bridge, realigning the Burke-Gilman trail, installing required lighting and rough grading the triangle and lower Rainier Vista. The second phase is a design-bid-build landscape package responsible for restoration of the surface treatment for the triangle and lower Rainier Vista.

In the design build contract the work is intended to be conducted in two parts. The First part or Task, involves completing the necessary design, permitting and procurement work for the first 60 days of the contract. The Second part involves an approval to proceed with the remainder of design, procurement, permitting and construction within the first 60 days. Should that approval not be given by the University, the contract would be cancelled at a pre-agreed total cost within the \$1 million budget.

The RVPLB project proceeded with Schematic Design and development of the RFP for the design-build package simultaneously. Statements of Qualifications were submitted in early December by ten teams. Upon review and scoring by committee, four teams were selected to be shortlisted and invited to prepare proposals by the end of March 2010. The four shortlisted teams were:

- Graham/ABKJ
- Mortenson/Mowat/CH2M Hill
- Sellen/KPFF/Bright/Merlino
- Tri-State/INCA

The high scoring firm is Tri-State/INCA.

- Project budget: \$18.7 million
- D-B land bridge construction budget: \$10.7 million
- Surface landscape construction budget: \$ 4 million

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PROPOSED SCHEDULE:

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|---------------------------------|----------------|
| • Short list design build firms | December 2009 |
| • Sign interagency agreement | January 2010 |
| • Review design build proposals | April 2010 |
| • WSDOT design workshops | June 2010 |
| • Perform 60 day Part 1 effort | June 2010 |
| • UW decision to proceed | August 2010 |
| • Start construction | 1Q 2011 |
| • Project complete | September 2012 |

PREVIOUS ACTIONS:

October 2008 – Rainier Vista Concept Plan (information only)

January 2010 – Rainier Vista Pedestrian Land Bridge (information only)

Attachment

Rainier Vista Separated Grade Crossing Study



