Montlake Triangle Project
Rainier Vista Land Bridge, SP2

GC/CM Informational Meeting
April 12, 2011
Agenda

• Introductions
• Project Background
• Project Design
• Scope
• Funding – Federal Provisions
• RFP
• Schedule
Existing Condition of Rainier Vista & Montlake Triangle
Montlake Triangle Background

• Fall 2008 – UW approves ST design. Seattle DOT requests alternatives to pedestrian bridge over Montlake Blvd. be studied

• January 2010 – UW, ST and City of Seattle agree to pursue Rainier Vista concept with at-grade crossings. UW issues DB proposals for RVLB.

• Spring 2010 – at-grade crossing not approved by FTA or WSDOT; City of Seattle contribution ($4M) not available due to budget shortfalls

• April 2010 – WSDOT Preferred Alternative for SR520 includes lid over Montlake Blvd & portions of Rainer Vista concept

• June 2010 – WSDOT hosts charrette to evaluate options for enhancing bicycle and pedestrian connectivity, agrees to fund 30% design
1. Rainier Vista
2. Land Bridge
3. Plaza
4. Pedestrian Bridge
5. Bike/Pedestrian Ramp
6. UW Station (Sound Transit)

Proposed Design
Bridge over NE Pacific Pl (RVLB)
New Sound Transit Bridge Landing on Rainier Vista, Looking West
Rainier Vista View North to Drumheller Fountain from Triangle
Scope – SP2

MTP PACKAGES

- Sub-Project One: Montlake Bridge
- Sub-Project Two: Rainier Vista Land Bridge
- Sub-Project Three: Rainier Vista Landscaping
Scope SP3

MTP PACKAGES

- Sub-Project One: Montlake Bridge
- Sub-Project Two: Rainier Vista Land Bridge
- Sub-Project Three: Rainier Vista Landscaping
Scope of work – SP2

• Lower NE Pacific Place roadway
• Construct Rainier Vista Land Bridge
• Construct Ramp to connect ST Montlake Pedestrian Bridge, SP1
• Realign Burke Gilman Trail
• Re-grade Montlake Triangle
• Fill in lower Rainer Vista
• Seismic upgrades to Triangle Garage

• Keep one lane (eastbound) of NE Pacific Pl open at all times
• Keep Metro Trolley bus line operational
• Keep Burke Gilman Trail access open at all times
Scope of Work SP3

• Landscape
• Hardscape, finishes
• Irrigation design and installation
• Lighting
• Signage
SP1 Area – Sound Transit

MTP PACKAGES

- Sub-Project One: Montlake Bridge
- Sub-Project Two: Rainier Vista Land Bridge
- Sub-Project Three: Rainier Vista Landscaping

- Montlake Triangle Project under separate contract
- Continuation of bridge under separate contract
- Proposed stair and elevator
- Proposed pedestrian bridge
- University station entry structure and stair to remain unchanged
- Concrete bridge extends to this line
- Proposed bike ramp
Montlake Triangle Project Funding

• Project budget: $38 Million

• Proposed funding by ST, UW and WSDOT

• Continue design development and reviews, 2011

• Proposed construction schedule:
  o Bridge over Montlake, 2012
  o Bridge over Pacific Place and trail, 2014
  o Lowering of Pacific Place, 2014
  o Rainier Vista Landscape finish, 1st Q 2015

• UW Station complete in 2015, open for service in 2016
Project Execution Plan

• Three Subprojects
  ▪ SP1 – Montlake Pedestrian Bridge
    • Design & Construction by Sound Transit
    • Budget $11.4 million
    • Construction 2012 – 2013
  ▪ SP2 – Rainier Vista Land Bridge
    • Design & Construction by UW
    • Budget $20.8 million
    • Construction 2014
Project Execution Plan

• Three Subprojects
  ▪ SP3 – Rainier Vista Hardscape and Landscape
    • Design & Construction by UW
    • Budget $4.5 million
    • Construction 2015

• ST to provide Agreement Accounting and Project Control for Federal Reporting

• 3 Party Executive Committee (WSDOT, ST, UW)
Agreements

• November 2010 Term Sheet
• March 2011 Three Party MOA
• Five Party Agreement, adds SDOT, METRO
Three Party MOA

The Three Party MOA outlines the following:

• Roles and responsibilities of each agency for funding and construction of the SP1, SP 2 and SP3
• Funding commitment by each agency
• Process for monitoring progress and reconciliation of expenses
• Process for approval of work, design review, final inspection, ownership and maintenance of project elements
Five Party Agreement

• The five party agreement is between UW, ST, WSDOT, Metro and SDOT.

• It outlines the work and coordination to be done between these five agencies to assure project moves forward on schedule and within budget.

• Metro and SDOT are not funding partners but they are critical to the success of the project through approval of permits and relocation of bus stops during construction. (Trolley design, Permitting)
GC/CM RFP

The design team members include:

Civil/Structural Engineer: KPFF

Landscape Architect: Gustafson Guthrie Nichol, Ltd.
RFP Selection Process

April 26, 2011  Proposal submittal deadline from interested GC/CM firms
May 5, 2011    Notification of most qualified firms selected to be interviewed
May, 10, 2011  Interviews
May 12, 2011   Notification of most highly qualified firms selected to prepare Final Proposal
May 12, 2011   Distribution of Request for Final Proposal (RFFP) to bidders
June 7, 2011   Final Proposal submittal deadline; selection of firm with the highest total score
June 7, 2011   Notification of successful and unsuccessful firms
June 14, 2011  Preconstruction Work Plan due
June, 21, 2011 Agreement for Preconstruction Services executed
June 23, 2011  Review Design prior to issuance of Design Development
As early as October 10, 2011 MACC Negotiations begin
As early as January 31, 2012 GC/CM Contract Executed between GC/CM and Owner
Federal Requirements

Due to funding from Federal sources, all work must follow Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) guidelines.
Selection and Award Process

Proposal – due April 26 500 points
Short List
Interview – May 10 500 points
Short List
Final Proposal – June 7 500 points
Construction Schedule

Current Schedule per MOA

Montlake Bridge, SP1 by ST  1Q 2012
Rainier Vista Bridge, SP2 by UW  1Q 2014
Landscape/Hardscape, SP3 by UW  4Q 2014

SP1 schedule may slip to late 2012 presenting opportunity for SP2 to start as early as 2Q 2012. Part of GC/CM Preconstruction Services will be to analyze potential of this sequence.

Depending on sequence, SP2 scope may include some or all of SP3.
All updates will be posted on web site

RFQ/RFP  http://f2.washington.edu/cpo/business/constr-opp
Drawings  http://f2.washington.edu/cpo/business/constr-opp

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Site Tours on own

Turn in business card
Questions?
# Initial Proposal

1. Letter of Interest  
2. Qualifications of Firm  
3. Ability of Firms Personnel  
4. Past performance on negotiated, complex projects  
5. Ability to meet time and budget requirements  
6. Proximity to project location  
7. Recent, current and projected workload  
8. Approach to executing project  
9. Accident Prevention Program  
10. Preconstruction services  
11. Quality Control  
12. Green Roads experience

10 points
100
100
50
50
20
30
30
30
50
20
10