



Prebid Conference Summary

IFB No. RTA/LR 001-09

UNIVERSITY LINK LIGHT RAIL

**TBM TUNNELS UW STATION TO CAPITOL HILL STATION
LINK CONTRACT U220**

January 23, 2009

9:00 a.m.

**Union Station
Ruth Fisher Board Room
Seattle, Washington**

The meeting was called to order at 9:10 a.m.

Welcome and Introductions

Mr. Brian Knight, Lead Contract Administrator, welcomed everyone and thanked them for coming. He introduced the other speakers present:

- § Ahmad Fazel, Executive Director, Light Rail
- § Isabelle Lamb, Consultant with Northlink Transit Partners
- § Ed Shorey, Resident Engineer, START Construction Management team
- § Tim McClure, Quality Assurance Manager
- § David Grenier, Manager, Risk Management
- § Jeffrey Yuhasz, Risk Management
- § Robert Taaffe, Construction Safety Manager
- § Beverly Cobb Zahir, Lead Diversity Specialist
- § Cheryl Starkey, Contracts Administrator
- § Patricia Martin, Contracts Assistant
- § Mara Elberts, Contracts Assistant

University Link Program Overview - Ahmad Fazel, Executive Director, Light Rail

Mr. Fazel said that Sound Transit's Link Light Rail will open to the public in July 2009. Initially the trains will run from downtown Seattle to Tukwila, and in December will be extended all the way to Sea-Tac Airport. The project consists of 11,400-foot long segmental lined twin-bored tunnels and cross passages excavated at intervals between the bored tunnels, with civil and structural work for the University of Washington Station (UWS) crossover.

Sound Transit signed a full-funding grant agreement in December 2008 for \$813 million which is approximately 42% of the total funds required for University Link (U-Link). The total U-Link budget is \$1.9 Billion which includes real estate, construction management, administration, and other costs.

The Environmental Impact Statement or EIS for University Link was started over 10 years ago. The civil and architecture & engineering final design team for University Link is NTP, (Northlink Transit Partners), consisting of CH2M Hill, Jacobs and Associates, and Earth Tech. The Construction Management firm is START, consisting of CH2M Hill and Jacobs Engineering.

The FTA's Project Management Oversight Committee (PMOC) is working closely together with the City of Seattle and University of Washington to help ensure success for Sound Transit on this project.

IFB General Overview – Brian Knight (*PowerPoint Presentation Slides 4-23*)

Mr. Knight advised bidders to review the General Conditions (Section 00200) and Special Conditions (Section 00300) in Volume 1 of the IFB, and to pay particular attention to the monthly progress payment and certified payroll requirements in the General Conditions in Article 9 Payment.

Questions may be submitted through Sound Transit's website, eBid, located online at: www.soundtransit.ebidsystems.com, using the "Ask Question" link, or by completing the "Request for Information (RFI) Form" located on page 53 of Volume 1 of the IFB and faxing it to 206-398-5271. Any and all inquiries concerning the IFB process, including technical questions, bidding requirements, Small Business and Disadvantaged Business Enterprise (DBE) participation and other Diversity Program requirements, shall be submitted in writing to Brian P Knight, Contracts Administrator, Phone: 206-689-4942, FAX: 206-398-5271, or via email to brian.knight@soundtransit.org.

Changes or modifications to the Contract Documents will be made in the form of written addenda. Clarifications and addenda will be posted to eBid not later than 5 days prior to the bid due date.

The Small Business Goal for this contract is 6% and the Disadvantaged Business Enterprise (DBE) Participation Goal is 3%.

This Contract is subject to Washington Department of Labor & Industries ("L&I") prevailing wage requirements. In addition, this Contract is subject to the federal Department of Labor ("DOL") prevailing wage requirements. Since wage escalation is not included in the contract, bidders are advised to take it into account when preparing their bids. Volume 4, the Labor Compliance Manual, of the IFB contains complete details regarding wage requirements.

Bids are due on March 25, 2009. Submittal Number 1 to be date and time stamped on or before 11:00 a.m. and Submittal Number 2 to be date and time stamped on or before 1:00 p.m., Seattle time, March 25, 2009. Ten Bid Forms are to be included with each bid in order to be deemed responsive. The Bid shall be accompanied by a Bid Guaranty in the amount equal to at least five percent (5%) of the Total Bid Price.

All Bids submitted in accordance with this Invitation shall be valid and binding on the Bidder for a period of one hundred twenty (120) Days following the date set for Bid Opening,

Prior to award, the apparent low Bidder shall attend a Bid Evaluation Conference, if requested by Sound Transit. The Bidder shall bring to the conference any documents required by Sound Transit for review. By conducting a Bid Evaluation Conference, Sound Transit does not thereby waive its right to make determinations regarding responsiveness and responsibility of the apparent low Bidder(s) or to reject any or all Bids.

Sound Transit requires that the Bidder perform verification of subcontractor responsibility per RCW 39.06.020. Sound Transit will evaluate the Bidder's Small Business Commitment to determine whether the total dollar commitment and total percentage of the Bid Price on the Small Business Commitment meets the Small Business and DBE Goals. **A Bidder whose Bid does not include a completed Small Business Commitment or includes a Small Business Commitment with substantial irregularities will not be considered for award of this Contract.**

Within 10 working days after the Bidder receives written Notice of Award, the selected Contractor will be asked to submit the following additional forms:

- § Personnel Inventory Report
- § 504/ADA Self-Evaluation Questionnaire

- § 504/ADA Disability Assurance of Compliance
- List of Participating Subcontractors

This contract is subject to all State, Federal and local regulations, pursuant to Executive Order 11246 issued by the U.S. Secretary of Labor. Contractors are not to discriminate on the basis of race, color, age, gender, marital status, sexual orientation, religion, ancestry, national origin, or presence of any sensory, mental, or physical disability in any otherwise qualified disabled person.

For the following presentations, refer to PowerPoint Presentation on eBid:

Scope of Work and Project Requirements – Isabelle Lamb (*PPT Slides 24-38*)

The geotechnical reports are located in the IFB Volumes 7 and 8. The majority of soil is a fine grain plastic, some is glacial material. There will be a 300-foot separation between the two TBM tunnels. The slides show all parts of the tunnels that are to be installed. Note that this contract has a **Tunnel Rescue Plan**, requiring two teams of 5 persons on each team with 1 person on-call 24 hours per day, and the plan a safety walkway out of the tunnel.

UW Requirements and General Conditions – Ed Shorey (*PPT Slides 39-52*)

Sound Transit has 3 separate agreements with the University of Washington: Memorandum of Agreement (2000), Master Implementation Plan (2007) and the Operating Agreement (May 2008). The U220 Contract Documents incorporate applicable requirements from these agreements.

The primary phases and milestones for U220 are as follows:

Phases 1a) and 1b) Site development and access roads; 4 acres; NTP anticipated Dec 7, 2009 to Jan 4, 2010; ends with Milestone 1 at 180 days from NTP; LDs: \$2,000 per day.

Phase 2a) Slurry wall and crossover box; 6 acres; ends with Milestone 2 at 455 days from NTP; LDs: \$20,000 per day; Incentive: \$3,000 per day to max \$180,000.

Phase 2b) Completion of tunnels; site shared with U250; ends with Milestone 3 at 945 days from NTP; LDs: \$2,000 per day.

Phase 2c) Completion of cross passages, tunnel invert and services; shared site; ends with Milestone 4 (Substantial Completion) at 1277 days minus 45 ST float days (1232 days); LDs: \$5,000 per day; Incentive: \$5,000 per day to maximum of \$300,000.

Mr. Shorey provided details about Sound Transit's **Provisional Sum and Award Fee Incentive Program** (refer to slides 49 and 50), and the **Permits and the Public Outreach Program** (refer to slides 51 and 52). Specifications related to these topics are Specs 01 12 16, 01 20 00, 01 41 26, 01 57 24. Community Outreach is a vital component of the project, and the awarded contractor will be expected to support public outreach efforts and attend regular meetings.

Quality Assurance – Tim McClure, QA/QC (*PPT Slides 53-57*)

Refer to Specification 0145 00 for the format for inspections and test requirements. Sound Transit will require a full-time QA/QC Manager. Other requirements are shown on the slides and quality submittals are due 15 and 45 days following notice-to-proceed is issued.

Owner Controlled Insurance Program (OCIP) – David Grenier and Jeffrey Yuhasz (*PPT Slides 58-67*)

Mr. Grenier said that Sound Transit's OCIP Program covers all subcontractors who have insurance. It does not apply to suppliers and those not involved in the day-to-day operations of this project. Contractors are required to carry their own coverage, as detailed in Article 8 Insurance, Part E. One new requirement is the "Deductible Charge-back System" wherein the insurer will invoice Sound Transit for all deductible costs and Sound Transit will pay insurer's invoice (refer to Slide #64).

Mr. Yuhasz reviewed contractor's claims responsibilities, saying that the timely reporting of all claims is critical. Bidders are also reminded to always include the incident report form with their claim(s), and photographs, if directed by the OCIP representative.

Construction Safety / Security Requirements - Robert Taafe (PPT Slides 68-73)

Mr. Taafe referred to the Construction Safety and Security Manual which will have a revision to Section 01 35 29, to be issued in Addendum No. 3. Contractors are to prepare a *Site-Specific Safety Plan*, uniquely tailored to this project. Note the following specific sections:

- 1.04 Construction site safety plan
- 1.05 Staffing, responsibilities including dedicated Safety Manager
- 1.09 Site Security Plan
- 1.1.6 Security during construction
- 1.15 Protecting the public
- 3.09 Traffic safety management
- 3.11 Housekeeping and physical conditions
- 3.12 Fire prevention plan in CSSP

The responsibilities of the contractor's Safety Manager are outlined in the PowerPoint Presentation Slide #70. Monthly submittals and daily JHAs are required. Sound Transit is placing a strong emphasis on training and employee orientation for this project. The contractor will be working closely together with Sound Transit to ensure that safety is not compromised.

Diversity Program Requirements - Beverly Cobb Zahir (PPT Slides 74-84)

Ms. Cobb Zahir reviewed the Guiding Principles and key elements of Sound Transit's Non-Discrimination Program, which include:

- § Small Business Program – Goal of 6% of total contract price
- § Disadvantaged Business Enterprise (DBE) Program – Goal of 3% of total contract price
- § Non-discrimination program
- § EEO provisions
- § Apprenticeship utilization – 20% goal for this project

Both the small business and DBE programs are fully covered in Section 00400. Bidders are to exercise good faith efforts in securing Small Business and DBE participation on this project.

Mandatory documents are included in Section 00500, Forms. Be sure to include all 10 required Bid Forms when submitting your bid.

Questions and Answers

Q: What is the bidding schedule for U230?

A: The bid for U230 will be advertised after the contractor for U220 is selected, at about the time of the U220 contract award, which will most likely occur in early June.

Q: Can pre-cast tunnel segments be delivered to the University of Washington shaft during the hours allowed for TBM excavation?

A: Yes. Delivery to the tunnel can be made during the middle portions of the day and at night. Hauling can be done mid-day.

Q: What is being considered or discussed in terms of concrete mix design to ensure minimal water penetration and absorption and/or corrosion protection of rebar, as it relates to:

- a) Pre-cast segments

- b) Shotcrete
- c) Slurry walls

A: Refer to contract specification Section 03 05 15, Portland Cement Concrete. The concrete mix designs presented provide the maximum water/cement ratios and indicate the range of any Supplemental Cementitious Materials (SCM's) allowable to provide the required durability and permeability of the concrete.

Q: What safety staffing is required of major subcontractors?

A: Subs with more than 20 employees are required to have a dedicated safety manager on-site at all times. Haulers and transporters are not expected to have safety manager.

Q: Is the CPM schedule available?

A: The CPM Schedule will be made into a reference document and posted to eBid.

Q: Can the Contractor provide alternative designs for the temporary shoring elements?

A: Yes, the Contractor can provide alternative designs for the temporary shoring walls shown. However, the slurry diaphragm wall design shown is a permanent excavation support system and is not subject to alternative design options.

Q: Are the special work sites, required easements and permits reflected in the bid document?

A: Yes, refer to the document drawings for subsurface easements, tunnel right-of-way, temporary construction easements, and also the Conservancy Management Shoreline boundary. The permits applicable to the contract are listed in the specification Section 01 41 26 Permits.

Q: Is the DBE at 6% with subset at 3% mandatory or suggested?

A: The Goals are 6% for Small Business Participation, of which a subset is 3% DBE Participation. The goals for small business and DBE participation are a part of determining the bidder's responsiveness to all of the bidding requirements. While they are not mandatory minimum requirements, they are much more than suggested or "aspirational". If the bidder does not meet the goals, the bidder has the burden to demonstrate to Sound Transit that it made a good faith effort to meet the goals. The contract will not be awarded to a bidder who did not meet the goals and did not demonstrate and persuade Sound Transit that it made a good faith effort to do so. See, 49 CFR Section 26.53(a)]

Q: Are there any weight restrictions going into and out of the job site?

A: SDOT and WSDOT restrictions and limitations apply to the roadways and bridge weight allowances on the haul route specified. Also, we want to point out the access restrictions out of the University of Washington Station Site, for construction materials haulage traffic. We have an agreement with the City of Seattle for a new 4-way traffic signal controlled intersection at the site entrance/exit. Construction materials haulage trucks are permitted to turn left (south on Montlake Blvd) on a dedicated signal between certain hours of the day (10pm and 7am, Monday-Friday, 10pm and 10am Saturday and 10pm and 7am Saturday). There is also a haul route around the triangle garage on weekdays 9am to 2pm.

Q: Who was responsible for not making the DBE mandatory?

A: The DBE Goal cannot be made mandatory in compliance with federal DBE regulations. See 49 CFR Sections 26.43(a) & (b), and Section 26.53(a).]

Q: Can the powerpoint presentation being shown today be put on the website?

A: Yes. It will be posted on eBid.

Closing of Pre-Bid Conference

Mr. Knight thanked all for attending and reminded them to sign a Liability Wavier if they were going to attend the Site Visit in the afternoon. Mr. Jim Evans hosted a networking session following the conference.

The meeting was adjourned at 10:42 a.m.