

Subject	State Route 4 (e) Widening Project – Somersville Road to SR 160 (Project 1407) – Amendment #1 to Consultant Services Agreement No. 204 with TY Lin International for Final Design (PS&E) Services
Summary of Issues	<p>In April 2006 the Authority entered into Consulting Agreement No. 204 with TY Lin International to provide final design services for the most easterly segment of the SR 4 (e) Somersville Road to SR 160 Project – from A Street to SR 160. At that time, the scope of services was to prepare design documents for an interim median widening project. The consultant agreement provided an option to amend the contract to include final design services for the ultimate 8-lane facility (a much more significant effort).</p> <p>With the additional funding from the CMIA program for the SR4 widening project and the recent decision not to preclude transit in the median, the Authority is abandoning the previous interim median project and is proceeding with final design of the ultimate facility. The portion of SR 4 (e) covered under TY Lin’s contract includes reconstruction of the Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.</p>
Recommendations	Staff recommends that the Authority authorize the Chair to execute Amendment No. 1 to Contract No. 204 with TY Lin International to increase the budget by \$8,400,000 for a new not-to-exceed amount of \$10,800,000; extend the contract terms to December 31, 2010, revise the scope of services and milestone schedule and revise their overhead total multiplier from 2.6596 to 2.6936.
Financial Implications	Sufficient funding is expected to be programmed in the Measure J Strategic Plan to accommodate this request.
Options	The Authority could decide to not amend TY Lin’s agreement for preparation of final design documents for the ultimate project from A Street to SR 160 at this time. However, this could delay the delivery of this segment of the Route 4 (e) widening project.
Attachments (See APC Packet dated 6/7/07)	<ol style="list-style-type: none"> 1. Amendment No. 1 to Agreement No. 204 2. Historical Summary of Contract Amendments for Agreement No. 204 3. Letters from TY Lin International, dated May 17, 2007, requesting Change in Project Scope and Fee and requesting Update to Audited Overhead Multiplier (<i>distributed to Committee Members; copies available on request</i>)
Changes from Committee	<i>None</i>

Background

In April 2006, the Authority entered into three separate consulting agreements for final design services for the SR 4 (e) Somersville to Route 160 Project, one of which is with TY Lin International. The overall project is divided into three segments, with TY Lin’s services covering the most easterly portion (Segment 3) – from just west of Lone Tree Way/A Street to SR 160 (and connecting to the new SR 4 Bypass). This segment is the longest of the three and covers reconstruction of the Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

When the contract was entered into with TY Lin last year there was insufficient funding identified to construct the ultimate 8-lane widening project for the entire corridor. Consistent with an earlier strategic planning study conducted by the Authority, the overall concept was to proceed with the ultimate 8-lane facility for the first two segments, from Somersville Road to just west of Lone Tree Way, and only an interim 6-lane median widening project for Segment 3, from Lone Tree Way to SR 160. However, with the recent infusion of \$85 M from the CMIA program and the recommendation from ePPAC to include a wider median for transit, the Authority is abandoning the notion of an interim median project and instead proceeding with the design of the ultimate facility for the entire corridor.

TY Lin's agreement was adopted last year with a provision for a future amendment to provide additional design services for the ultimate facility, should funding become available. At this time staff recommends exercising that provision to enter into Amendment No. 1 with TY Lin to modify their scope of services. The amendment would increase the not-to-exceed amount to \$10.8 M, change their audited total overhead multiplier from 2.6596 to 2.6936, modify their deliverable schedule and extend the terms of their agreement to December 31, 2010. Staff has negotiated the proposed scope-of-services and proposed fee, and has determined that the overall cost will represent less than 10% of the Segment 3 capital cost, which is consistent with Authority guidelines. In addition, staff has determined that the cost is reasonable based upon the level of effort and the anticipated number of plan sheets, reports and contract documents.

The revised scope of services includes preparation of final design documents for Segment 3 of the Somersville to 160 Project, to widen SR 4 to an 8-lane facility from just west of Lone Tree Way/A Street and to just east of Hillcrest Avenue and to a 6-lane facility connecting to SR 160 and the new SR 4 Bypass. Significant structure, pavement and construction staging design work is involved along with identification of right-of-way and utility relocation needs. The revised scope also covers supporting an addendum to the environmental document (under preparation by others), preparation of a Supplemental Project Report and design changes in coordination with BART, Caltrans and the City of Antioch for the following project changes:

- 1) Widen median to allow for transit;
- 2) Modify Hillcrest Avenue Interchange to support future transit station as determined by BART and
- 3) Modify westbound SR 4 on-ramp from A Street from a loop to diagonal configuration.

The proposed new milestone schedule for design of Segment 3 included in this amendment is aggressive, with construction documents completed by February 2010, allowing for construction to start in Summer 2011 (one year after the currently proposed start dates of the adjacent Segments 1 and 2). TY Lin's new schedule assumes that the Authority would administer the construction contract. If Caltrans administers the construction contracts thereby requiring Headquarters review, the dates could be extended an additional 6 months.

Lastly, TY Lin's contract includes the assumption that only one set of construction documents will be prepared. Should available funding be insufficient to complete all proposed interchange improvements as determined by on-going updated construction cost estimates prepared during design, then TY Lin will be directed to at least complete 35% level design on the unfunded portions but proceed with final design on only those funded elements. Any subsequent construction packages may be subject to a further amendment to their contract.