

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA

Item No. 5b

Date of Meeting October 6, 2009

DATE: September 25, 2009
TO: Tay Yoshitani, Chief Executive Officer
FROM: Ralph Graves, Managing Director, Capital Development
SUBJECT: Change Order No. 0105 for the Consolidated Rental Car Facility Project Contract MC-0315405

ACTION REQUESTED:

Request authorization for the Chief Executive Officer to issue Change Order No.0105 for the Consolidated Rental Car Facility (RCF) in the amount of \$583,570.

SYNOPSIS:

This Change Order for Design Change Notification (DCN) #003 addresses five different issues, two of which represent the majority of the costs. Of the \$583,570 requested for this change order, \$163,625 is allocated to Post Tensioning and other Rebar changes at the RCF and \$426,516 is allocated to the Electrical Distribution Equipment at the Quick Turnaround Areas (QTA). The remaining \$61,892 is split between changes to the QTA plumbing, modifications to roof framing and additional reflectivity requirements for the high roof coating.

CHANGE ORDER DESCRIPTION AND JUSTIFICATION:

The following information relates to the pending change order scope and cost:

Change Order No. 0105

- **Scopes of work:** Incorporate DCN #003 into the Construction Contract. The scopes of work include:
 1. Fifth floor Post Tensioning (PT) girder force callouts and beam depth modifications and revisions to other beam PT and reinforcing for Non-Seismic Concrete Beams and Girders Scheduled.
 2. Transfer QTA Electrical distribution equipment from owner-supplied to contractor-furnished.
 3. Modify QTA drainage piping and add heat trace to chilled water piping.
 4. RCF roof framing modifications and HVAC supports and equipment pads.
 5. Revisions to roof coating for additional reflectivity requirements.

COMMISSION AGENDA

T. Yoshitani, Chief Executive Officer

September 25, 2009

Page 2 of 3

• Justifications:

1. The design for the Post Tension (PT) rebar was not provided in the table for the fifth floor PT girders to be achieved with the PT strands. Without this information, the layout and number of PT strands could not be identified. In addition, this change also modifies the PT force and the rebar layout for a number of non-seismic beams and girders. This modification is needed to conform to the load factor for buses and fire trucks which will use the fifth floor.
2. The initial discussion on procurement for all electrical distribution equipment was to have the Port of Seattle (POS) supply these pieces of equipment. Subsequently, the POS made a decision to have the contractor provide items that were more readily available, such as lower tier switch boards, transformers and panel boards. At bid, the electrical package had notes and references that identified that the POS was to procure all the equipment. Transferring procurement of this electrical equipment from the POS to the contractor will eliminate the gap in the scope for the procurement between the equipment purchased by the POS and the contract or bid equipment. The contractor is now responsible for the procurement and delivery of all electrical equipment, except for the main distribution and first tier equipment 480v switch boards.
3. The QTA drainage piping required coordination due to the added carwash equipment, which resulted in higher drainage loads and the need for larger-sized pipe. Heat tracing was not shown at the QTAs. The QTAs will be impacted by outside temperatures and, during periods of extreme cold, could be subject to freezing.
4. The RCF roof framing modifications are based on design review comments from the building department for the projected wind loading. HVAC supports and equipment pads modifications are needed to coordinate the installation of the HVAC equipment with the support structure.
5. The specification for roof coating was changed to add a reflectivity coating on top of the roof. This LEED coating will decrease the temperature load on the building from the summer sun and, therefore, decrease the cost of cooling the building.

• Consequences of not proceeding:

1. The structure at the fifth floor would not be able to meet the structural loading requirements of the building or adequately support the loading from buses and fire trucks.
2. There is no lower tier equipment in any bid necessary for the facility to function properly.
3. Without the QTA drainage piping size increase, there is the potential for ponding of water at the drains that might overload the roof. The absence of heat tracing on the chilled water piping could result in the pipes freezing in extreme cold weather.
4. Without the modifications to the wind loading schedule, there is the potential for the roof and the skylight design not to perform during a wind event. Absent the

COMMISSION AGENDA

T. Yoshitani, Chief Executive Officer

September 25, 2009

Page 3 of 3

modifications, the HVAC supports and equipment pads would result in the inability to install the HVAC equipment within the design area.

5. Revisions to roof coating to add additional reflectivity requirements are needed to reduce the building cooling costs.

FINANCIAL ANALYSIS:

Funds to pay for this change order are part of the project contingency funds that were included in previously approved authorizations of \$419,306,000.00. No additional project funds are being requested as a result of this change order.

CONTRACT INFORMATION:

The following information relates to the contract and competitive award:

Contract award date:	May 30, 2008
Original period of performance:	May 30, 2008 to April 1, 2011
Previous contract extensions:	0 Days
Contract extension this change order:	0 Days
Current Contract Completion Date:	April 1, 2011
Original contract amount:	\$224,837,739.00
Previous Change Order Nos. 001 – 104:	\$4,708,720.00
<u>Current contract amount</u>	<u>\$229,546,459.00</u>
<u>This request, Change Order No. 0105</u>	<u>\$583,570.00</u>
Revised contract amount:	\$230,130,029.00