

I-405, Brickyard to SR 527 Improvement Project: Contract Change Scope of WorkChange Title: Revised PSE Power Routing to Transit HUB Date: **10/27/25**Rev. **01**Change No.: **PCN-00093****Description of Change**

WSDOT / PSE is requesting the designer provide a design an underground power source to SR 522 Transit Hub.

Schedule

After NTP and accurate tree survey information needed for this Change is provided for this Change, AECOM will submit this Change as an NDC for all disciplines except Geotechnical. AECOM anticipates needing 7 weeks to submit for Final, 3 weeks for WSDOT review and comment, and 6 weeks to incorporate comments and submit for RFC. This schedule is for those disciplines that can be incorporated into an NDC. Geotechnical will require a standalone Geotechnical Design Memo. After NTP is provided for this Change, it is anticipated 15 weeks will be needed for Preliminary, 12 weeks for Final, and 3 weeks to submit RFC. Level of effort assumes PSE alignment will not shift from what is provided for development of this Change Order.

General Notes: Pricing and scope are valid for 30 days from date shown on this document.

This design will be worked through concurrently with other contractual design plan sets and will cause delay to the contractual submittals. Actual delay is currently being evaluated and will be provided once full delay is assessed. Potential delays are being assessed for the below design plan sets:

Design Package	Package Description
NDC 048	Retaining Barriers - Segment 2 (1B) - DBIC 020 tie
NDC 049	Retaining Barriers - Segment 2 - DBIC 020 tie
Package 8C	Geotech report for NB405 DAR Bridge (BL)
NDC	Rev of Pole Foundation Report, Including Weather Station- Ungreying / Finalization
10	Stream 25.0L Fish Passage Permanent Tunnel Liner and Headwalls, RW25.00L, MP-25 Cut Slope Stabilization, MP-25 Watermain HDD, EX MSE RW2185L-A, Existing MSE wall at QB 527 FP, BW24.83R
DBIC 035	DP10 Exploration Compliance
10	MP-25 Reinforced Slope Drawings
NDC 087	Retaining Barriers - DP9
NDC 085	DP7; Lightweight Fill over NFP; Footing size change for Canyon Park Ped Bridge
NDC 088	Geofoam under sidewalk at Brickyard East
NDC 095	DP9 - Bridge 405/103E widening Pier 4 and RW 26.34R
RW 527	RW 527 (on hold pending resolution of ROW and easement issues - RFC approximately 12 weeks from receiving wall plan and profile)
Package 7B	Utilities - Brickyard BRT

Package 7B	Utilities - Canyon Park BRT
FDC XX (RFI-292)	Utilities - Canyon Park Power to CT Meter for Orca Card Readers
Segment 3	Utilities - 25L
NDC XX	Utilities - 522 Transit Hub (Power)
Segment 2	Utilities - Waterline Tie-In - SR522 DP3B
Segment 2	Utilities - Waterline Thrust Restraint
Package 8	Utilities - 17th/220th/SR527
Package 8	Utilities - Juanita
Segment 3	Utilities - 228th
11	Utilities - SR 527 Queensborough
NDC XX	Canyon Park Sanitary Sewer
Package 8	Street Improvements (pending Utilities & Drainage)
Package 8	Northcreek Bridge (Transit Hub Breakout)
Package 8	Queensborough 527 RFC Fish Passage (after FP design)
Package 8	Stream 25L Fish Passage FINAL (after FP design)
Package 8	Juanita Creeek Fish Passage RFC (after FP design)
Package 8	Queensborough 405 Fish Passage (after FP design)
THCS	Transit Hub Comfort Station
Segment 2	Landscape (Stream 42 Buffer, after Seg 2 ITS)
Segment 2	Landscape (Sammamish River LSP9, LSP25 & LSP26) PCN41

Section 2.1 General / Management

1. SOW

- a. Design Document Management
- b. Project Controls and Invoicing
- c. Coordination of Disciplines and Packaging
- d. Project Management of subconsultant
- e. Design Document Management

2. Exclusions

- a. No additional meetings are included in this scope. No additional 3rd party coordination is included in this scope.
- b. Level of Effort and schedule does not include inefficiencies in comment close out process from AHJ's and WSDOT review team
- c. Level of Effort and schedule does not include inefficiencies in constructability review comments from Skanska
- d. DBIC or variance approval for Change is not included

3. Deliverables

- a. Invoices

Section 2.5 Survey

No scope items are included for this discipline for any work related to this work. No effort for this discipline is included in this scope.

Section 2.6 Geotechnical

GeoEngineers to coordinate with Perteet, AECOM, Skanska, PSE and WSDOT to review existing geotechnical data, perform HDD related calculations, report findings for review, attend meetings and perform project management tasks. The following are additional scope of work elements triggered by these changes.

1. SOW

- a) Project management (coordination of staff, project meetings, invoicing).
- b) Document review – review boring logs or other pertinent information.
- c) HDD installation force calculations.
- d) Hydraulic fracture calculations.
- e) Settlement calculations.
- f) Report preparation including a calculation verification submittal. Preliminary, Final, and RFC.

2. Exclusions/Assumptions

- a. GeoEngineers is not responsible for evaluating the feasibility of an HDD installation, designing the HDD or preparing an HDD specific design report.
- b. Site-specific subsurface explorations, including but not limited to a necessary SIP, field logging time, utility location and drilling subcontractor, sample collection, laboratory testing, and drafting of boring logs, if needed, are not included.
- c. HDD Design will be completed by others.
- d. HDD design alignment and profile will not be created by GeoEngineers but will be provided to GeoEngineers in AutoCAD and PDF format.
- e. Calculations will be completed for one HDD alignment/profile. Design revisions will incur additional cost.
- f. The proposed conduit will be installed using HDD trenchless methods. If other trenchless methods are determined more applicable, a revision of our scope of work may be required.

3. Deliverables

- a. Preliminary, Final, and RFC versions of a stand-alone geotechnical design memo. Preliminary and Final versions will be subjected to one combined IDR/CR review session each and one WSDOT review session each.

Section 2.7 Pavement

No scope items are included for this discipline for any work related to this work. No effort for this discipline is included in this scope.

Section 2.8 Environmental (One Atlas to coordinate with Skanska on contract changes)

No scope items are included for this discipline for any work related to this work. No effort for this discipline is included in this scope.

Section 2.10 Utilities

Power for SR 522 Transit Hub Station and the SR 522 DA BRT Station

During the RFP stage the Designer Builder met with WSDOT and Puget Sound Energy (PSE) to identify where power would be sourced for the SR 522 Transit Hub Station and the SR 522 DA BRT Station. PSE at the time indicated power could be provided from near UW Bothell. This resulted in the overhead route illustrated in the attached Figure 3 for a power connection point near UW Bothell for the SR 522 Transit Hub Station and the SR 522 DA BRT Station.

Section 2.27.6.2.2. of the RFP Technical Requirements describes that the Design Builder is to coordinate with the Utility Owner (in this case Puget Sound Energy) to install a power connection point (transformer) within the interior of the transit hub. It does not say that the Design Builder is to design or construct power to that power connection point.

- 11 **2.27.6.2.2 SR 522 Transit Hub BRT Station and SR 522 DA BRT Station**
- 12 The Design-Builder shall coordinate with the Utility Owner to install a power connection
- 13 point within the interior of the transit hub. The Design-Builder shall develop and submit a
- 14 service application that accounts for the power needed for BEB, BRT Station Areas, and
- 15 WSDOT facilities.
- 16 The Design-Builder shall install conduit between the SR 522 Transit Hub electrical room
- 17 and the power cabinet at the pick-up platform, drop-off platform, and the northbound and
- 18 southbound BRT Platforms at the SR 522 DA BRT Station.
- 19 The Design-Builder shall provide civil infrastructure equipment pads and provisions for
- 20 all transformers. Transformer requirements for the SR 522 Transit Hub BRT Station are
- 21 indicated below.
- 22 • BRT Station Area
- 23 ○ BRT Station Area: 100 kVA 120/240V single phase
- 24 ○ The Design-Builder shall provide conduit and conductors from the
- 25 transformer to the comfort station electrical room.
- 26 • BEB transformer
- 27 ○ Sound Transit BEB charging: 1000 kVA service with a 480V three-phase
- 28 secondary
- 29 ○ The Design-Builder shall provide conduit from the BEB transformer to a
- 30 stub up location near the edge of the charging yard.
- 31 ○ The Design-Builder shall seal conduit for later connection to work by
- 32 others.
- 33 • WSDOT transformer(s) shall meet the requirements of Section 2.16,
- 34 *Illumination.*

Figure 1 is the preliminary electrical and communication plan provided in the RFP documents for the SR522 Transit Hub. This was included in the document "S04_Sound_Transit_BRT_Station_Design_Plans_and_Detail.pdf" as part of Appendix S. It did not identify a power source location – but during the RFP stage the discussions with WSDOT led the team to getting power near UW Bothell.

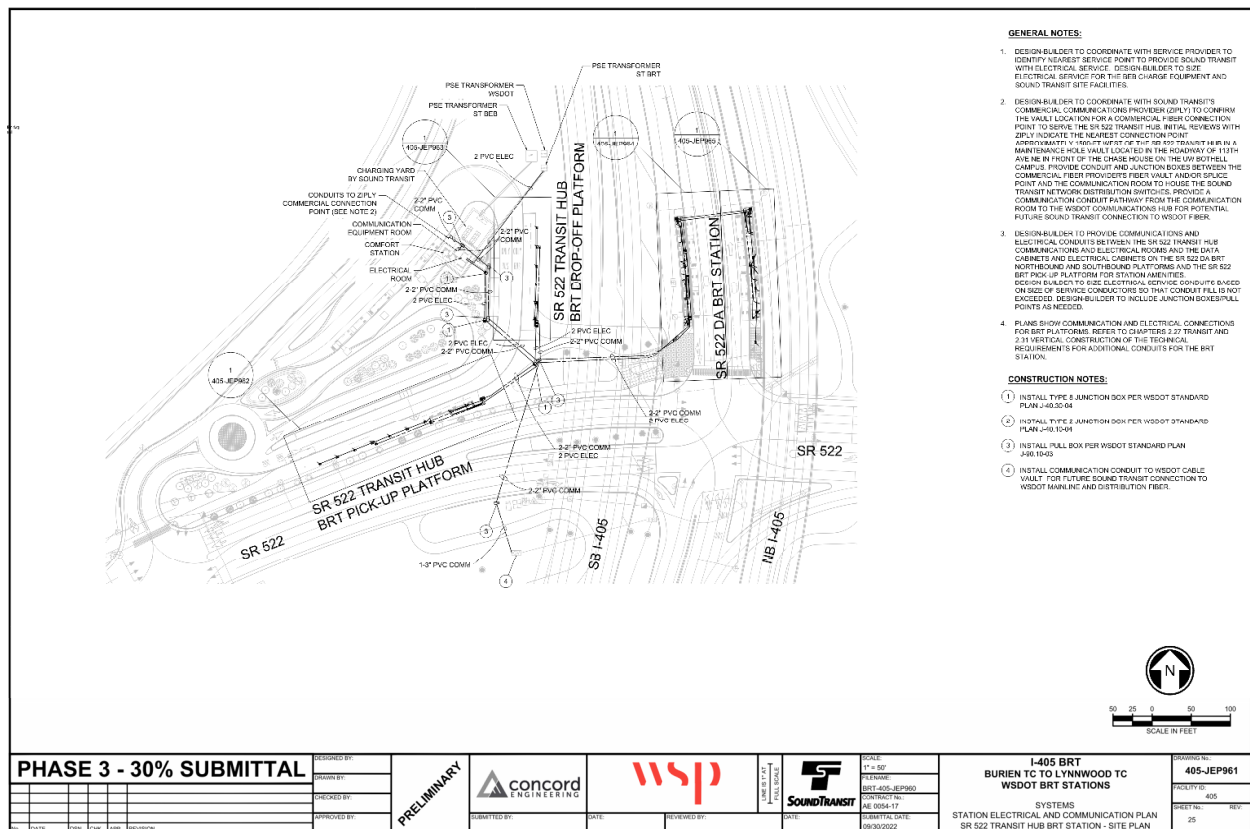


Figure 1 - RFP Preliminary Electrical and Communication Plan

After NTP, subsequent meetings with PSE continued to focus on getting power for the SR 522 Transit Hub Station and the SR 522 DA BRT Station. Preliminary designs focused on a mostly overhead system that would be designed and built by PSE (consistent with the RFP language). As PSE continued to evaluate the routing, they determined that they would not be able to route power from the UW Bothell location. This was because PSE and WSDOT could not agree on a route for maintenance/access and WSDOT permitting. Subsequent meetings settled on the nearest available point from which PSE could provide a route for power would be from the NE quadrant of the I405/SR522 interchange (Bothell 405 Business Park).

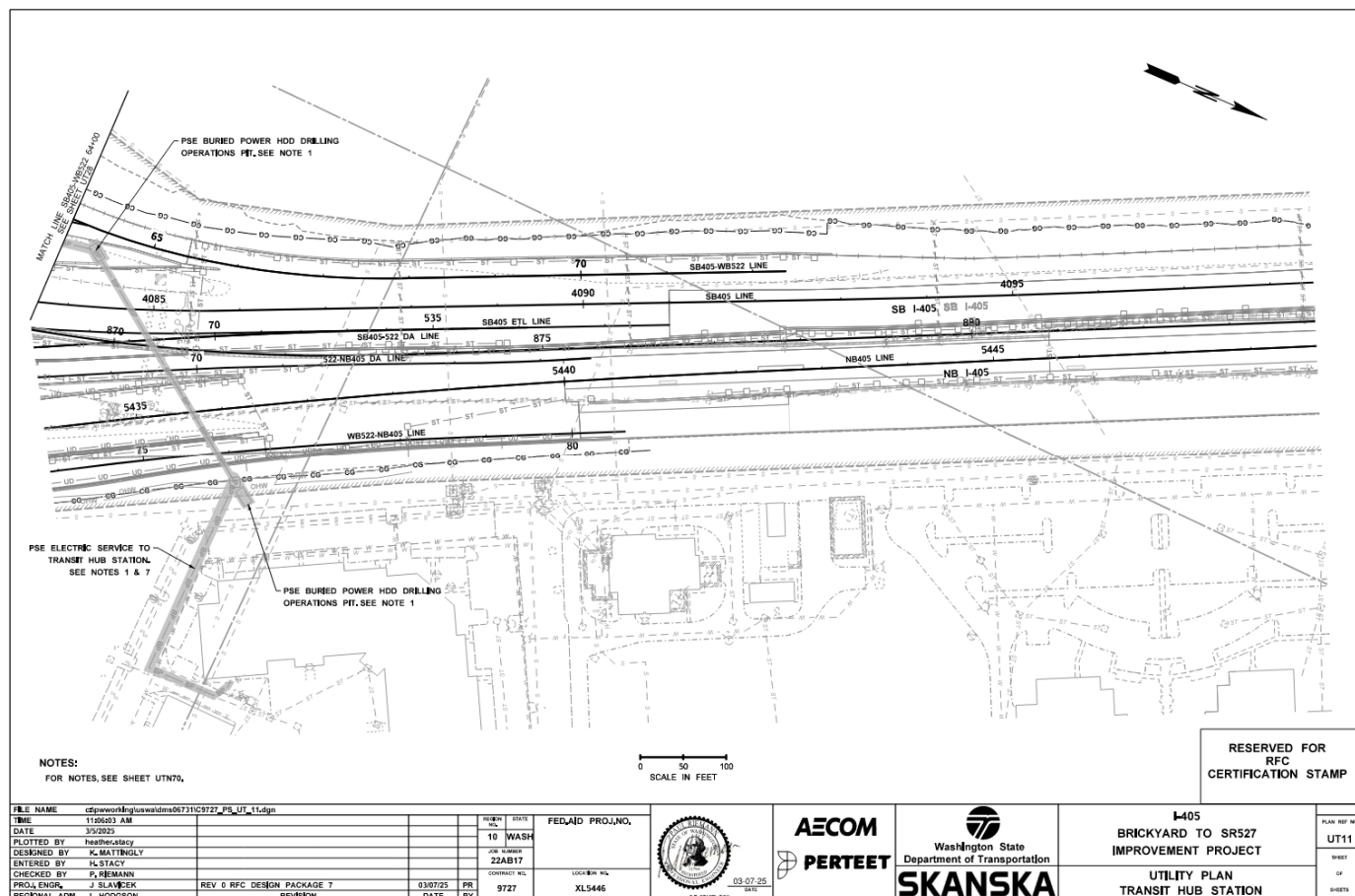


Figure 2 - RFC package drawing

PSE has now stated that they expect the design-builder to design and construct the power connection between the site at Bothell 405 Business Park and the SR 522 Transit Hub Station transformer. This change to the SOW of work for the utilities design will include the following:

1. SOW

Coordinate with PSE and WSDOT to evaluate and confirm alternative routing to provide electrical power to the SR 522 Transit Hub Station transformer that is different than the alignment from the UW Bothell location discussed during the RFP stage. The design team (Perteet) will prepare a horizontal plan and vertical alignment for the conduit and casing for the electrical conductors to provide electrical power to the SR 522 Transit Hub transformers based on Figure 2 above. PSE will size and design the electrical cables and the transformers for the SR 522 Transit Hub. The following are additional scope of work elements triggered by these changes:

- Coordinate and confirm with PSE location of alternative source of power from the original location near UW Bothell.
- Develop horizontal alignment and plan for conduit system for electrical power from Bothell 405 Business Park to the SR 522 Transit Hub transformers.
- Develop vertical alignment and profile for conduit system for electrical power from Bothell 405 Business Park to the SR 522 Transit Hub transformers. Include profile of casing for a single 4 in. conduit under I405 using a horizontal direct drill (HDD).

- Create plans for the casing of electrical power conduit under I-405. Work with team members to choose casing materials based on geotechnical factors of the HDD boring under I-405 (Geotechnical to be done by others). Pertteet will show these materials on the plans using the information provided by other team members.
- Prepare plans and profiles (up to 2 sheets at 1"=50' scale when plotted on 22"x34" sheets) and up to one detail sheet for both final and RFC submittals. Also include special provisions for casing and conduit materials if not already covered by WSDOT Standard Specifications.

2. Exclusions

- Development of any easements or permits for the electrical power service related to providing electrical power to the SR 522 Transit Hub Station.
- Any design of the electrical components for service to the SR 522 Transit Hub transformers.
- Design of the SR 522 Transit Hub transformers.
- Any alignment different than that illustrated in Figure 2 above.
- Design or calculations for boring pit for the HDD not provided by utility designer. TO be provided by Geotech designer.
- Items not specifically listed in this scope are excluded.
- Site investigation, survey, or field verification.
- Services associated with demolition, removal or disposal of any existing infrastructure.
- Services to validate information provided by Owner and/or others are excluded. All such information, including all Reference information are assumed correct and complete.
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3. Deliverables

- Plans and profiles (up to 2 sheets at 1"=50' scale when plotted on 22"x34" sheets) and up to one detail sheet for both final and RFC submittals.
- Special provisions for casing and conduit materials if not already covered by WSDOT Standard Specifications.

Section 2.11 Roadway

No scope items are included for this discipline for any work related to this work. No effort for this discipline is included in this scope.

1. SOW

- a. N/A

2. Exclusions

- a. No restoration paving limits will be provided. If this is needed for this Change additional LOE will be required.

3. Deliverables

- a. N/A

Section 2.12 Project Documentation

No scope items are included for this discipline for any work related to this work. No effort for this discipline is included in this scope.

Section 2.13 Bridges and Structures

No scope items are included for this discipline for any work related to this work. No effort for this discipline is included in this scope.