

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2005-89

Contract Amendment for Geotechnical Assistance

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	8/04/05	Discussion/Possible Action	Ahmad Fazel, Director, Link Robert Parsons, Civil Design Manager, Link Isam Awad, Structural and Geotechnical Engineer, Link	(206) 398-5389 (206) 398-5151 (206) 689-3399

Contract/Agreement Type:	<input checked="" type="checkbox"/>	Requested Action:	<input checked="" type="checkbox"/>
Competitive Procurement	<input checked="" type="checkbox"/>	Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	<input checked="" type="checkbox"/>
Agreement with Other Jurisdiction(s)		Budget Amendment	

PROPOSED ACTION

Authorizes the Chief Executive Officer to execute a contract amendment with Golder Associates, Inc. for on-call geotechnical assistance during construction of the Central Link Light Rail Initial Segment along E-3 Busway/Forest Street, McClellan, Martin Luther King, Jr. Way South and the Operations and Maintenance Facility in the amount of \$81,600, with a contingency of \$8,160, for a new total authorized contract amount not to exceed \$2,196,931, and to extend the contract term to December 2006.

KEY FEATURES OF PROPOSED ACTION

- This action is needed because in the early stage of the construction of the Operation and Maintenance Facility, the contractor experienced a shortage in the supply of steel piling. This has resulted in unexpected work for Golder Associates to search for an alternative foundation system.
- This action covers on-call assistance in segments previously covered in geotechnical reports prepared by Golder Associates, Inc.
- The need to extend the contract to December 2006 is because Golder Associates Inc. has completed all geotechnical investigation and reports and as these segments are now in construction, Golder's input and recommendations are still required through construction.

BUDGET IMPACT SUMMARY

Project Name: Central Link Initial Segment

Current Project Phase: Construction

Projected Completion Date: 2009

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project		
This Phase		
This Task		
Budget Amendment Required		

Key Financial Indicators:	✓	Comments on Checked Items
Contingency Funds Required		
Funding required from other parties (other than what is assumed in financial plan)		

Not checked = action is assumed in current Board-adopted budget. No budget action or adjustment to financial plan required.

BUDGET and FINANCIAL PLAN DISCUSSION

The proposed action would authorize execution of an amendment to the contract with Golder Associates, Inc. for geotechnical assistance during construction in the Central Link Light Rail Initial Segment along the E-3 Busway/Forest Street, McClellan, Martin Luther King, Jr. Way South and the Operations and Maintenance Facility in the amount of \$81,600 with a contingency of \$8,160, for a new total authorized contract amount not to exceed \$2,196,931.

The total adopted capital budget for the Initial Segment is \$2.07 billion. Within that budget, \$450,000 has been set aside for geotechnical construction management services for E-3 Busway/Forest Street, Martin Luther King, Jr. Way South and the Operations and Maintenance Facility, described as Package 3, in the construction services phase. Should the proposed action be approved, there would be a remaining balance of \$5,012 for this budget line item.

The proposed action is consistent with the Board-adopted budget and is affordable within the agency's current long-term financial plan and subarea financial capacity. The action will have no new revenue impact on Sound Transit.

BUDGET TABLE

Action Item: Golder (Provide on-call geotechnical services during construction of the Initial Segment along the E-3 Busway, MLK Way, and the Operations and Maintenance Facility, described as Geotech CM Services Package 3).

(Year of Expenditure \$000)

Initial Segment	Amended 2005 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
1 Agency Administration	218,780	112,866		112,866	105,914
2 Preliminary Engineering	34,000	33,363		33,363	637
3 Final Design	143,523	140,486		140,486	3,037
4 Right of Way	225,516	182,330		182,330	43,186
5 Construction	1,172,066	1,042,585		1,042,585	129,481
6 Construction Services	83,892	80,312	90	80,401	3,491
7 Third Party Agreements	58,916	56,504		56,504	2,412
8 Vehicles	133,307	131,799		131,799	1,508
9 Total Current Budget	2,070,000	1,780,243	90	1,780,333	289,667

Construction Services Phase Detail

10 Geotechnical CM Services Package 3	450	355	90	445	5
11 Other CM Support Services	10,018	9,791		9,791	227
12 Other Construction Services	73,424	70,165		70,165	3,259
13 Total Phase	83,892	80,312	90	80,401	3,491

(A) AMENDED 2005 BUDGET reflects Board Resolution R2005-08 to transfer \$4 million to the Construction Phase from the ROW phase within the Initial Segment, approved by the ST Board 3/10/05.

CONTRACT AMOUNT	Board Approvals to Date (K)	Current Approved Contract Value (L)	Proposed Action (M)	Proposed Total for Board Approval (N)	Proposed Contract Value (O)
14 Contract Amount	1,916	2,107	82	1,997	2,189
15 Contingency	192	-	8	200	8
16 Total Sound Transit	2,107	2,107	90	2,197	2,197
17 Contingency	10%	0%	10%	10%	0%

M/W/DBE – SMALL BUSINESS PARTICIPATION

Prime Consultant/Contractor

Golder Associates, Inc. committed to 30% M/W/DBE and Small Business participation in the original contract. Golder essentially met this goal with 29.97% M/W/DBE and Small Business participation on the geotechnical portion of work. Subsequent to the completion of the geotechnical work, the only subconsultant, Terra Associates, changed ownership and business structure making the firm ineligible for continued DBE status.

The type and amount of work to be completed on this contract is very specific in nature and cannot be performed readily and economically by any subconsultant firm other than Terra.

With this contract amendment, the M/W/DBE and Small Business participation attainment will be 22.2%.

EEO Commitment

Golder Associates workforce demographics are 33% women and 6.3% minorities.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

Geotechnical engineering services for the Central Link Light Rail Project have been broken up into five work packages. Golder Associates was selected for Package No. 3, the at-grade and aerial alignment running between the southern edge of the Downtown Seattle Transit Tunnel to South Norfolk Street in the Rainier Valley (excluding the Beacon Hill tunnel). This package also

includes geotechnical engineering services for the vehicle maintenance base and its access leads located to the south of South Forest Street.

A procurement procedure was carried out in 1999 for the geotechnical investigation work for four Link design packages. Four leading geotechnical consultants were selected for the work, but only two were contracted. Golder Associates, Inc. was contracted on April 3, 2000 to complete the geotechnical work and reports for the segments of light rail along the E-3 Busway/Forest, McClellan, MLK and the Operation and Maintenance Facility.

The geotechnical investigation that was carried out by Golder indicated difficult geologic conditions in much of the area between International District and Beacon Hill. Soil liquefaction was considered and deep foundations were specified. Due to the complexity of the condition, changes/optimization during construction are to be expected. This would require the interaction of the designer, the geotechnical engineer, and the contractor. The objectives are to make changes that may result in a more cost-effective design based on actual ground conditions.

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2003-10	Executed a contract amendment with Golder Associates for as needed on-call geo-technical assistance during construction of Link along the E-3 Busway/Forest Street, McClellan, Martin Luther King, Jr. Way South and the Operation and Maintenance Facility in the amount of \$322,898 with a 10% contingency of \$32,290, for a new total authorized contract amount not to exceed \$2,107,171.	1/30/03
M2000-99	Executed a contract amendment with Golder Associates for additional professional geotechnical engineering, borings, lab work, and reports for the Central Link Light Rail in an amount of \$183,806 plus a 10% contingency of \$18,381, for a total amendment not to exceed \$202,187, and for a total contract amount not to exceed \$1,751,983.	3/2/00
M2000-25	Executed a contract with Golder Associates for geotechnical engineering services for all of the light rail at-grade and aerial alignment south of the DSTT and north of South Norfolk Street, the vehicle maintenance base and its access leads for Central Link Light Rail, in an amount of \$1,408,905, with a 10% contingency of \$140,891 for a total amount not to exceed \$1,549,796.	10/5/00

CONSEQUENCES OF DELAY

Golder’s assistance to the construction management teams has been very cost effective. A short time delay in approving this amendment would not significantly impact Golder’s work since the remaining funds in the budget are sufficient to cover their work for the coming two months.

PUBLIC INVOLVEMENT

Not applicable to this action.

LEGAL REVIEW

JW 7/11/05

SOUND TRANSIT

MOTION NO. M2005-89

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute a contract amendment with Golder Associates, Inc. for on-call geotechnical assistance during construction of the Link Light Rail Initial Segment along E-3 Busway/Forest Street, McClellan, Martin Luther King, Jr. Way South and the Operations and Maintenance Facility in the amount of \$81,600, with a contingency of \$8,160, for a new total authorized contract amount not to exceed \$2,196,931, and to extend the contract term to December 2006.

Background:

Geotechnical engineering services for the Central Link Light Rail Project have been broken up into five work packages. Golder Associates was selected for Package No. 3, the at-grade and aerial alignment running between the southern edge of the Downtown Seattle Transit Tunnel to South Norfolk Street in the Rainier Valley (excluding the Beacon Hill tunnel). This package also includes geotechnical engineering services for the vehicle maintenance base and its access leads located to the south of South Forest Street

A procurement procedure was carried out in 1999 for the geotechnical investigation work for four Link design packages. Four leading geotechnical consultants were selected for the work, but only two were contracted. Golder Associates, Inc. was contracted on April 3, 2000 to complete the geotechnical work and reports for the segments of light rail along the E-3 Busway/Forest, McClellan, MLK and the Operation and Maintenance Facility.

The geotechnical investigation that was carried out by Golder indicated difficult geologic conditions in much of the area between International District and Beacon Hill. Soil liquefaction was considered and deep foundations were specified. Due to the complexity of the condition, changes/optimization during construction are to be expected. This would require the interaction of the designer, the geotechnical engineer, and the contractor. The objectives are to make changes that may result in a more cost-effective design based on actual ground conditions

In the early stages of the construction of the Operations and Maintenance Facility, the contractor experienced a shortage in the supply of steel piling. This has resulted in unexpected work for Golder to search for an alternative foundation system.

Motion:


It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute a contract amendment with Golder Associates, Inc. for on-call geo-technical assistance during construction of the Link light rail Initial Segment along E-3 Busway/Forest Street, McClellan, Martin Luther King, Jr. Way South and the Operation and Maintenance Facility in the amount of \$81,600, with a contingency of \$8,160 totaling \$89,760, for a new total authorized contract amount not to exceed \$2,196,931, and to extend the current contract to December 2006.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 4, 2005.



Jack Crawford
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator