

STAFF REPORT

SOUND TRANSIT MOTION NO. M2000-46

Contract Amendment with Shannon & Wilson for Additional Borings

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	6/15/00	Discussion/Possible Action to Recommend Board Approval	Paul Bay, Director Bill Houppermans, Chief Engineer	206-398-5134 206-398-5125
Board of Directors	6/22/00	Action	Isam Awad	206-689-3399

PROPOSED ACTION

Authorizes the Executive Director to execute a contract amendment with Shannon & Wilson, Inc., for professional geotechnical engineering services in an amount of \$192,931 to conduct three new borings, along with resultant studies and reports on the north corridor of the Central Link Light Rail project, in order to provide needed information to the finalists for the design/build contract for a total revised contract amount not to exceed \$9,379,026.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Authorizes a contract amendment to the Shannon & Wilson, Inc., contract for \$192,931 to conduct three additional borings. One is in the basement of the First Hill Plaza at the mined station on First Hill. Two others are in the University of Washington campus at the mined crossover at N.E. 42nd Street, just east of 15th Avenue N.E.
- ◆ Authorizes additional engineering studies and reports to be prepared based on the findings of these new geotechnical explorations.
- ◆ Makes total contract amount not to exceed \$9,379,026.

Discussion of Proposed Action:

By Motion No. M99-17, dated March 25, 1999, the Sound Transit Board authorized Contract No. RTA/LR 106-98B with Shannon & Wilson, Inc., for professional geotechnical services for all underground workings for the locally preferred alternative associated with the Central Link Light Rail project. Specifically, the contract provides for Shannon & Wilson, Inc., to provide geotechnical services for the tunnels and subterranean stations in the north corridor and the tunnels and deep tunnel station in Beacon Hill.

Additional geotechnical information has been requested by the final bidders for the Downtown Seattle Transit Tunnel to N.E. 45th Street heavy civil design/build contract. As a result,

additional geotechnical analysis is strongly recommended by staff to provide the necessary data to the bidding teams. The work consists of two borings at the University of Washington and one at First Hill. Performance of this unanticipated work would exceed the remaining contract budget for this segment. Therefore, Board approval is requested to execute a contract amendment with Shannon & Wilson, Inc., to perform this additional work. The total contract amount would be revised to \$9,379,026.

The award of this contract amendment is critical for the design/build procurement schedule for the heavy civil underground work in the north corridor. The geotechnical engineering in this amendment will supplement the work completed to date and allow the proposing teams to better understand subsurface geologic conditions at the critical mining locations. Likewise, this will provide Sound Transit with more factual information to better define the allocation of risk between Sound Transit and the design/build contractor regarding anticipated geotechnical and geological conditions. This type of information will ultimately reduce the risk factor for the proposing teams, and generally result in a reduction of the contractor's bid and ultimate cost to Sound Transit.

BUDGET

Funding for this scope of work is included in Sound Move and in the FY2000 adopted capital budget. The budget for completion of these tasks is identified in Sound Transit's adopted 2000 budget under final design. With the budget developed for the Central Link configuration as adopted by the Board on November 18, 1999, there is sufficient funding to complete the remaining work.

Total Project Budget	Budget for this Task (A)	Expenditures to Date **(B)	Total Amount Requested (C)	Shortfall* or Surplus (A-[B+C])
\$2,482,828,000	\$208,149,000	\$57,965,283	\$192,931	\$149,990,786
*Amount of Shortfall	Potential Revenues	Funding Sources		
N/A	N/A			

**Includes actual expenditures and outstanding commitments.

Total contract amount, including this amendment, it not to exceed \$9,379,026.

ALTERNATIVES

If the current contract with Shannon & Wilson, Inc. were not amended, a new procurement process would be required to obtain a firm to perform this needed work. Technical proposals from the design/build teams, however, are due on July 14, 2000, which makes this approach difficult to achieve.

CONSEQUENCES OF DELAY

If the current contract is not amended and the requested geotechnical information is not available, the design/build contract proposers will develop bids without this additional information. As a result, the bidders may assume the worst case conditions for unknown

geotechnical conditions. This may result in an increase in the risk factor and possibly in the bid price.

REGIONAL PARTNERSHIP AND COOPERATION

N/A.

PUBLIC INVOLVEMENT

N/A.

LEGAL REVIEW

MBL 05/26/00.

SOUND TRANSIT

MOTION NO. M2000-46

A motion of the Board of the Central Puget Sound Regional Transit Authority, authorizing the Executive Director to execute a contract amendment with Shannon & Wilson, Inc., to proceed with additional professional geotechnical engineering boring, lab work, and reports for the north corridor in an amount of \$192,931 plus a 10% contingency of \$19,293, for a total amendment not to exceed \$212,224, and for a total contract amount not to exceed \$9,379,026.

Background:

By Motion No. M99-17, dated March 25, 1999, the Sound Transit Board authorized Contract No. RTA/LR 106-98B with Shannon & Wilson, Inc., for professional geotechnical services for all underground workings for the locally preferred alternative associated with the Central Link Light Rail project. Specifically, the contract provides for Shannon & Wilson, Inc., to provide geotechnical services for the tunnels and subterranean stations in the north corridor and the tunnels and deep tunnel station in Beacon Hill.

Additional geotechnical information has been requested by the final bidders for the Downtown Seattle Transit Tunnel to NE 45th street heavy civil design/build contract. As a result, additional geotechnical analysis is strongly recommended by staff to provide the necessary data to the bidding teams. The work consists of two borings at the University of Washington and one at First Hill. Performance of this unanticipated work would exceed the remaining contract budget for this segment. Therefore, Board approval is requested to execute a contract amendment with Shannon & Wilson, Inc., to perform this additional work. The total contract amount would be revised not to exceed \$9,379,026.

The award of this contract amendment is critical for the design/build procurement schedule for the heavy civil underground work in the north corridor. The geotechnical engineering in this amendment will supplement the work completed to date and allow the proposing teams to better understand subsurface geologic conditions at the critical mining locations. Likewise, this will provide Sound Transit with more factual information to better define the allocation of risk between Sound Transit and the design/build contractor regarding anticipated geotechnical and geological conditions. This type of information will ultimately reduce the risk factor for the proposing teams, and generally result in a reduction of the contractor's bid and ultimate cost to Sound Transit.

Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a contract amendment with Shannon & Wilson, Inc., to proceed with additional professional geotechnical engineering boring, lab work, and reports for the north corridor of the Central Link Light Rail project in an amount of \$192,931 plus a 10% contingency of \$19,293, for a total amendment not to exceed \$212,224, and for a total contract amount not to exceed \$9,379,026.

Approved by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 22 day of June 2000.


David Earling
Board Chair

ATTEST:


Marcia Walker
Board Administrator