

**STAFF REPORT**  
**SOUND TRANSIT**  
**MOTION NO. M2000-99**

**Contract Amendment with Golder Associates, Inc., for Additional Geotechnical Work**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	10/5/00	Discussion/Possible Action	Paul Bay, Director Bill Houppermans, Chief Engineer Isam Awad	(206) 398-5134 (206) 398-5125  (206) 689-3399

**PROPOSED ACTION**

This action authorizes the Executive Director to execute a contract amendment with Golder Associates, Inc., for professional geotechnical engineering services, borings drilling, analyses and reports for the south corridor of the Central Link Light Rail project. The action authorizes a contract amendment amount of \$183,806 plus a 10% contingency of \$18,381, for a total amendment amount not to exceed \$202,187, and for a total contract amount not to exceed \$1,751,983.

**KEY FEATURES**

**Highlights of Proposed Action:**

- ◆ Authorizes the Executive Director to execute a contract amendment with Golder Associates, Inc., for additional geotechnical engineering services associated with the south corridor of the Central Link Light Rail project for an amount not to exceed \$202,187.
- ◆ Creates a 10% contingency fund for the amendment.
- ◆ Increases the total Golder Associates, Inc., contract to an amount not to exceed \$1,751,983.

**Discussion of Proposed Action:**

By Motion No. M2000-26, dated March 2, 2000, the Finance Committee authorized Contract No. RTA/LR 106-98C with Golder Associates, Inc., for professional geotechnical services for the locally preferred alternative associated with the Central Link Light Rail project. This contract included geotechnical services for the segment of the south corridor extending from the International District Station of the Downtown Seattle Transit Tunnel (DSTT) to Boeing Access Road, excluding the tunnel portion through Beacon Hill and including the maintenance base located south of South Forest Street.

During the drilling in this segment it was discovered that the depth to the firm soil was much deeper than expected. The soil was also found to be soft and possibly susceptible to liquefaction during seismic events. Additional drilling length and analysis are required in order to evaluate the impact of these conditions on the structure foundation design. Traces of soil contaminants were reported in an environmental phase I study on the site of the maintenance base. Because of the industrial nature of the area, and in order to satisfy environmental regulations, chemical tests are also required to check these cuttings before disposal. As a result, additional geotechnical analysis is strongly recommended by staff to provide the necessary data to the structural designers.

Performance of this unanticipated work will exceed the remaining contract budget for this segment. Finance Committee approval is requested to execute a contract amendment with Golder Associates Inc., to perform this additional work. The total contract amount would be revised to an amount not to exceed \$1,751,983.

The award of this contract amendment is critical to maintain the design schedule for the civil work in the south corridor and the maintenance base. The geotechnical engineering in this amendment will supplement the work completed to date and allow the civil facility designers to better understand subsurface geologic conditions at the critical locations. This type of information will ultimately reduce the risk factor for the civil facilities designers, and generally result in a reduction of the cost of construction to Sound Transit.

The contract with Golder Associates Inc., had an MBE participation of 21% and a WBE participation of 8% for a total DBE of 29%. This amendment will increase the MBE to 26% for a total DBE participation of 35%.

**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 (page124). The total final design budget for Central Link is \$208,149,000; and for this task is \$2,000,000.

To date, the Board has approved one motion that draws on the budget for this task: \$1,549,796 with Golder Associates.

<b>Total Project Budget</b>	<b>Budget for this Task (A)</b>	<b>Expenditures to Date *(B)</b>	<b>Total Amount Requested (C)</b>	<b>Shortfall or Surplus (A-[B+C])</b>
\$208,149,000	\$2,000,000	\$1,549,796	\$202,187	\$248,017

\*Includes actual expenditures and outstanding commitments for this task. Total contract amount, including this amendment, is not to exceed \$1,751,983.

**ALTERNATIVES**

If the current contract with Golder Associates, Inc., were not amended, a new procurement process would be required to obtain a firm to perform this needed work.

**CONSEQUENCES OF DELAY**

If the current contract is not amended and the requested geotechnical information is not available, the civil facility design consultant will develop bid documents without this additional information. As a result, the designer will assume the worst case conditions for unknown geotechnical conditions. This may result in an increase in the risk factor and possibly in the construction cost.

**REGIONAL PARTNERSHIP AND COOPERATION**

N/A

**PUBLIC INVOLVEMENT**

The outreach to inform the community about geotechnical borings and analysis has already occurred.

**LEGAL REVIEW**

MBL 9/22/00

## SOUND TRANSIT

### MOTION NO. M2000-99

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority, authorizing the Executive Director to execute a contract amendment with Golder Associates, Inc., for additional professional geotechnical engineering, borings, lab work, and reports for the Central Link Light Rail line 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.

#### Background:

By Motion No. M2000-26, dated March 2, 2000, the Finance Committee authorized Contract No. RTA/LR 106-98C with Golder Associates, Inc., for professional geotechnical services for the locally preferred alternative associated with the Central Link Light Rail project. This contract included geotechnical services for the segment of the south corridor extending from the International District Station of the Downtown Seattle Transit Tunnel (DSTT) to Boeing Access Road, excluding the tunnel portion through Beacon Hill and including the maintenance base located south of South Forest Street.


During the drilling in this segment, it was discovered that the depth to the firm soil was much deeper than expected. The soil was also found to be soft and possibly susceptible to liquefaction during seismic events. Additional drilling length and analysis are required in order to evaluate the impact of these conditions on the structure foundation design. Traces of soil contaminants were reported in an environmental phase I study on the site of the maintenance base. Because of the industrial nature of the area, and in order to satisfy environmental regulations, chemical tests are also required to check these cuttings before disposal. As a result, additional geotechnical analysis is strongly recommended by staff to provide the necessary data to the structural designers.

Performance of this unanticipated work will exceed the remaining contract budget for this segment. Finance Committee approval is requested to execute a contract amendment with Golder Associates Inc., to perform this additional work. The total contract amount would be revised to an amount not to exceed \$1,751,983.

#### Motion:

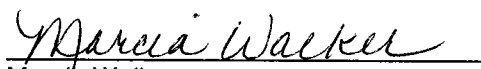
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a contract amendment with Golder Associates, Inc., to proceed with additional professional geotechnical engineering, borings, lab work, and reports for the south corridor of the Central Link Light Rail project 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.

Approved by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 5th day of October 2000.



Greg Nickels  
Finance Committee Chair

ATTEST:



Marcia Walker  
Board Administrator