

Date: August 8, 2005Committee Meeting Date: August 18, 2005Board Meeting Date: September 1, 2005**BOARD MEMORANDUM**ACTION   X   DISCUSSION        INFO       

**TO:** Administration and Finance Committee  
 Santa Clara Valley Transportation Authority  
 Board of Directors

**THROUGH:** Suzanne B. Gifford  
 General Manager Pro Tempore

**FROM:** Carolyn M. Gonot  
 Chief Development Officer

**SUBJECT:** Contract Amendment with Nolte Associates for Design Services for the  
 State Route 85 Noise Mitigation Project

**RECOMMENDATION:**

Authorize the General Manager to amend the contract with Nolte Associates for design services during construction of the State Route 85 Noise Mitigation Project, increasing the approved contract value by \$40,000 for a new total contract value of \$222,000 and extending the contract term through March 31, 2006.

**BACKGROUND:**

The 1996 Measure B Transportation Improvement Program (MBTIP) includes a project to reduce noise along the SR 85 corridor from Interstate 280 to SR 87. Attachment A is a map of the project corridor. The MBTIP Base Case Implementation Plan, which was adopted in 1999, allocated up to \$9.0 million of 1996 Measure B revenues for project implementation. These funds would be applied for noise mitigation along SR 85 if an acceptable alternative could be determined through feasibility studies to address noise concerns that had been raised since the completion of the corridor.

On February 3, 2005, the VTA Board of Directors approved a contract with Nolte Associates to perform preliminary engineering and design for the SR 85 Noise Mitigation Project. The final design for the SR 85 Noise Mitigation Project is complete, and the project is currently in the construction contract phase.

**DISCUSSION:**

The staff recommendation is to amend the existing contract with Nolte Associates to add services for design support during construction through completion of the SR 85 Noise Mitigation construction. Design support during construction services are on an as-needed basis as inquiries from the contractor arise during the construction of the project.

The recommended amendment increases the total contract value to \$222,000. The amendment provides for 400 hours of design support during construction services needed to complete the project. Design support during construction services will be completed under a time-and-materials type contract. The proposal is within the project budget and meets the project schedule. The contract term through March 31, 2006 will provide services through closeout of the project.

Administrative Code Section 9.2 (g) limits the General Manager's authority for contract amendments to an amount not to exceed 15% greater than the amount authorized by the VTA Board. Staff is requesting affirmation that future contract amendments may be made by the General Manager utilizing the authority in the Administrative Code based on authorization contract amount of \$222,000 and establishing an amendment authorization amount of \$33,300.

**ALTERNATIVES:**

There are no practical alternatives to the recommended action. The services included in this contract are necessary for completion of the SR 85 Noise Mitigation Project.

**FISCAL IMPACT:**

Sufficient funding is available for this project and contract in the 1996 MBTIP Fiscal Year 2006 Revenue and Expenditure Plan. No funding from the VTA Transit Enterprise Funds will be used for this work.

**SBE PARTICIPATION:**

Based on the limited scope of work and no subcontracting opportunities, no specific goal has been established for this contract. Contractor is encouraged to make reasonable efforts to utilize SBEs in its procurement of ancillary services and products associated with the performance of this contract.

Prepared by: Jim Robison, Engineering Manager  
Reviewed by: John Ristow, Deputy Director, Programming and Project Development



## Route 85 Noise Mitigation

Between Route 101 and Route 87

### Description:

A noise attenuation trial study was conducted on a nearly one-mile stretch of Route 85 using a textured micro-grinding technique to alter the existing portland cement concrete pavement surface. The result of the study showed that while overall noise was not reduced significantly, the frequency characteristics were modified such that the human ear may not hear the noise as easily as before the grinding. The perception of improvement amongst constituents along the freeway corridor was confirmed by the Mayors and City Managers of the West Valley, who in April 2003 requested the County Board of Supervisors to implement the micro-grinding alternative for this project.

This micro-grinding technique will be applied to the remainder of Route 85 between Route 87 and Route 280.

Project Objective (Need and Benefits):

- Reduce freeway noise along a segment of Route 85

### Year Completion:

2006

### Escalated Project Budget:

\$9.0 million

