

Transportation Committee

For the Metropolitan Council meeting of July 14, 2021

Subject: SWLRT (Green Line Extension) Civil Construction Change Order – Grouting for the Kenilworth Tunnel Construction

Proposed Action

That the Metropolitan Council (Council) authorize the Regional Administrator through the Southwest Light Rail Transit (SWLRT) Council Authorized Representative to negotiate and execute a change order for Contract 15P307A with Lunda McCrossan Joint Venture (LMJV) in an amount not to exceed \$4,354,203.30 for grouting for the Kenilworth Tunnel construction.

Summary of Committee Discussion/Questions

Jim Alexander, SWLRT Project Director, presented the item. Cummings said the method of installing the support of excavation as identified by the project office was responsive and necessary to minimize vibration impacts to nearby residents.

Motion by Cummings, seconded by Zeran. Motion carried.

Transportation Committee

Meeting date: June 28, 2021

For the Metropolitan Council meeting of July 14, 2021

Subject: SWLRT (Green Line Extension) Civil Construction Change Order – Grouting for the Kenilworth Tunnel Construction

District(s), Member(s): All

Policy/Legal Reference: FM14-1a Procurement Procedure

Staff Prepared/Presented: Wes Kooistra, General Manager, (612) 349-7510
Jim Alexander, SWLRT Project Director, (612) 373-3880
Joan Hollick, SWLRT Deputy Project Director, (612) 373-3820
Brian Runzel, SWLRT Director Construction, (612) 373-3806

Division/Department: Metro Transit / Green Line Extension Project Office

Proposed Action

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Background

The Kenilworth corridor is a densely populated portion of the alignment with freight rail and residential buildings close to the LRT tunnel construction site. During the project's design phase, it was decided to prescribe the contractor's method of installing temporary support of excavation (SOE) to minimize ground vibration. The project directed the contractor to use a press-in piler capable of pressing in the sheets.

In some cases, as the sheets were driven into the ground, they encountered obstructions such as boulders and cobbles. Occasionally, a sheet deflected slightly when it hit a larger obstruction and created a gap between the sheets. These gaps do not compromise the SOE structural integrity but do allow water and soil to infiltrate into the excavation. Over time, this infiltration can result in soil settlement if the gap in the sheeting is left unrepaired. To prevent this settlement, gaps in the sheets will be sealed with grout through a grouting process.

The scope of this change order will permit the contractor to conduct grouting at locations where sheets have separated during SOE installation due to underground obstructions.

The DBE goal established for this contract is 16%. LMJV is currently achieving 20% DBE participation. This change order will include work performed by DBE firms such that LMJV will continue to maintain a minimum 16% DBE participation for the overall contract.

Rationale

This change order related to the grouting work will be included as part of the SWLRT Project scope of work and \$2.003 billion budget.

Thrive Lens Analysis

Livability: The Green Line Extension will increase the region's prosperity as it will provide access to 80,900 forecasted jobs and a new transportation option for

55,800 forecasted residents within ½ mile of the planned new stations in addition to the 145,300 forecasted jobs and 35,600 forecasted residents in downtown Minneapolis.

Prosperity: The Green Line Extension reflects strategic investment in regional infrastructure that will promote economic competitiveness and create prosperity for the region.

Funding

The work for this change order is a Southwest LRT Project (61001) eligible cost. Funds for the work are available in the Project budget. This work is included in the Council's authorized capital budget.

Known Support / Opposition

There is no known opposition to this action.