

T Transportation Committee
Meeting date: June 11, 2012
Metropolitan Council Meeting: June 27, 2012

ADVISORY INFORMATION	
Date:	June 1, 2012
Subject:	Central Corridor Light Rail Transit (Green Line): Additional Change Order Authority for the Civil East Construction Contract
District(s), Member(s):	All
Policy/Legal Reference:	Procurement of Construction Services
Staff Prepared/Presented:	Brian Lamb, General Manager, 612-349-7510 Mark Fuhrmann, Deputy Gen Mgr, 651-602-1942 Rich Rovang, CCLRT Project Director, 651-602-1941 MarySue Abel, CCLRT Manager, Project Controls, 651-602-1919
Division/Department:	Metro Transit / Central Corridor Project Office

Proposed Action

That the Metropolitan Council authorize an additional 1% (\$2,051,112) above the currently authorized construction contract change order authority of \$15,555,561 to a revised change order authority of \$17,606,673 for the Central Corridor (Green Line) Civil East (CE) Contract.

Background

Policy allows for 5% change order authority on construction contracts without further authorization by the Council. On February 9, 2011, the Council authorized an additional \$2.8 million change order contingency (Business Item 2011-31) to provide for St. Paul Regional Water Services (SPRWS) temporary water service requirements along segment 1 of the Civil East Corridor in St. Paul. On October 26, 2011, the Council authorized an additional \$2.5 million change order contingency (Business Item 2011-273) to provide for SPRWS temporary water service requirements along segment 2 of the Civil East Corridor in St. Paul. This brought the total construction change order authority to \$15,555,561.

The existing change order authority has been used for the temporary water service requirements, as discussed in Business Items 2011-31 and 2011-273. A few significant changes have occurred in the last six months that have nearly depleted the remaining change order authority approved to date. This includes mill and overlay on University Avenue parking lane, mill and overlay of alleys and modification of the floating slab track on Cedar Street. These are described further as follows:

- In February, CCPO determined it was necessary to improve the driving lane on the westbound parking/shoulder lane of existing University Ave. This lane needs to be used as a temporary driving lane for cars and buses while the eastbound lanes of University Avenue are reconstructed between Hamline and Robert St. Previous work has shown that parking lanes do not hold up to traffic, so the decision was made to mill and overlay the parking lane.

- In March, a change order was processed to perform a mill and overlay of the alleys along University Avenue. The City of St. Paul requested that the condition of the alleys be improved prior to closure of University Avenue so that residents and businesses will have better access to their property during construction.
- Based on a Finite Element Analysis Report and modeling completed in December of 2011, CCPO determined that it was necessary to revise the floating slab track details on Cedar Street to provide a reduced fundamental frequency at 68 degrees F and -20 degrees F. This change order was approved in March 2012.

Staff is requesting that the Council authorize an additional 1% of contract change order authority for additional known change order exposures, such as modifications required to bring existing Xcel services to the project for locations differing from the plans and Capitol Area Architectural Planning Board (CAAPB) tunnel work in 2012. With this request, the Council would authorize use of a total of 8.6% change order authority under this contract as detailed below.

Original Contract Value	\$205,111,234	
Initial Change Order Authority	\$ 10,255,561	5%
Segment 1 Temporary Water Services*	\$2,800,000	1.4%
Segment 2 Temporary Water Services**	\$2,500,000	1.2%
Additional Change Order Authority (2012-180)	\$2,051,112	1%
Amended Change Order Authority	\$17,606,673	8.6%

**previously authorized by Met Council in Business Item 2011-31*

***previously authorized by Met Council in Business Item 2011-273*

The 15% Disadvantaged Business Enterprise (DBE) goal applies to the additional change order authority.

Rationale

The currently authorized change order contingency of 7.6% is nearly depleted. Civil East is scheduled to be substantially complete in December 2012. Additional change order authority is required because additional change order exposures will need to be addressed to successfully complete this construction.

Funding

The CCLRT Project has available funds from the CCLRT Project Contingency for this additional change order authority.

Known Support/Opposition

No known opposition.