

SOUTHWEST

Green Line LRT Extension



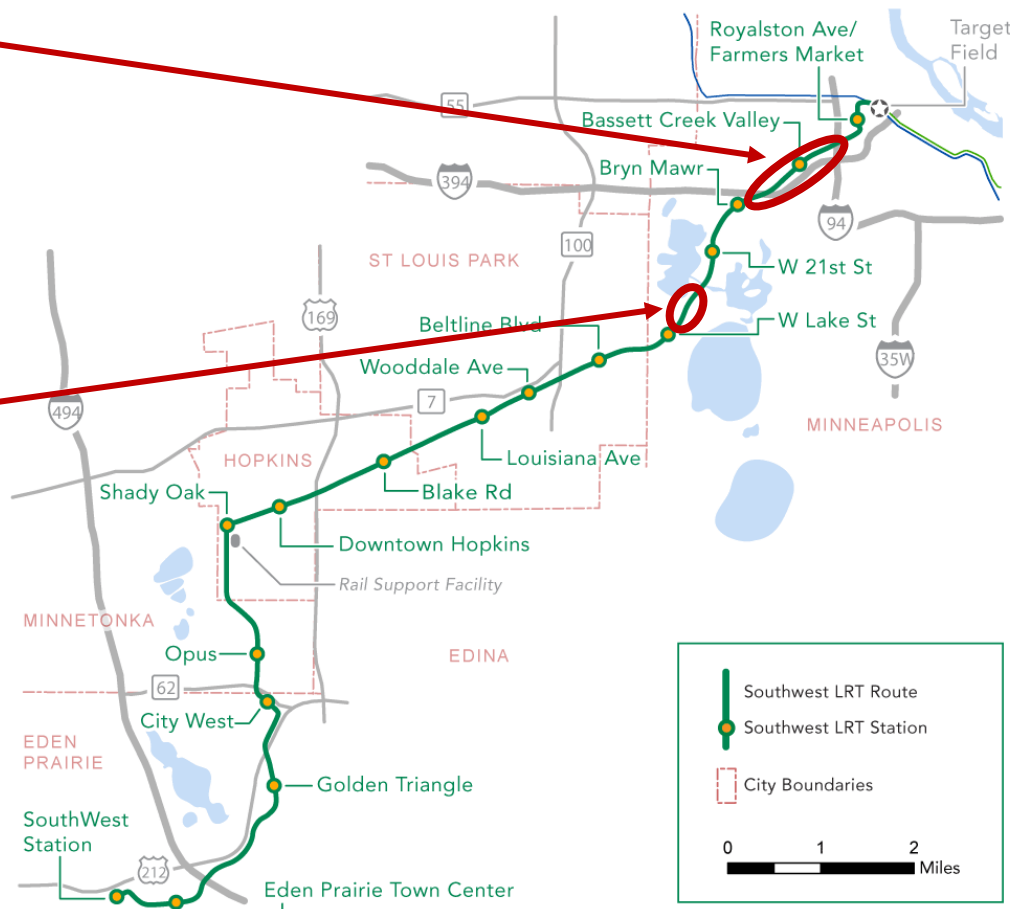
Transportation Committee Business Item #2021-210

August 9, 2021



Civil Construction Challenges

- **Corridor Protection Wall**
 - Required per BNSF agreement
 - Required environmental clearance which was completed after civil construction contracting
 - Added to the Civil Construction Contract by change order
- **Secant Wall**
 - Unforeseen soil conditions (settling during initial tunnel construction) necessitated an alternative construction method
 - Adding to the Civil Construction Contract by change order
- These issues impact other SWLRT contracts and the project schedule



Construction Challenges

- Both elements are major projects by themselves and have a significant impact on the project's cost and schedule
- Next steps:
 - Corridor Protection Wall
 - Continue construction
 - Kenilworth Tunnel
 - Complete change order processes
 - Grouting sheet separation: Completed
 - Secant wall: Business Item 2021-210
 - Sheet installation delay
 - Tunnel construction re-sequencing
 - Update project schedule
 - Determine impacts to Civil, Systems & SCADA contracts
 - Reach agreement on schedule and associated costs
 - Complete change order process to update schedule

Civil Construction Change Order: Secant Wall

Business Item No. 2021-210

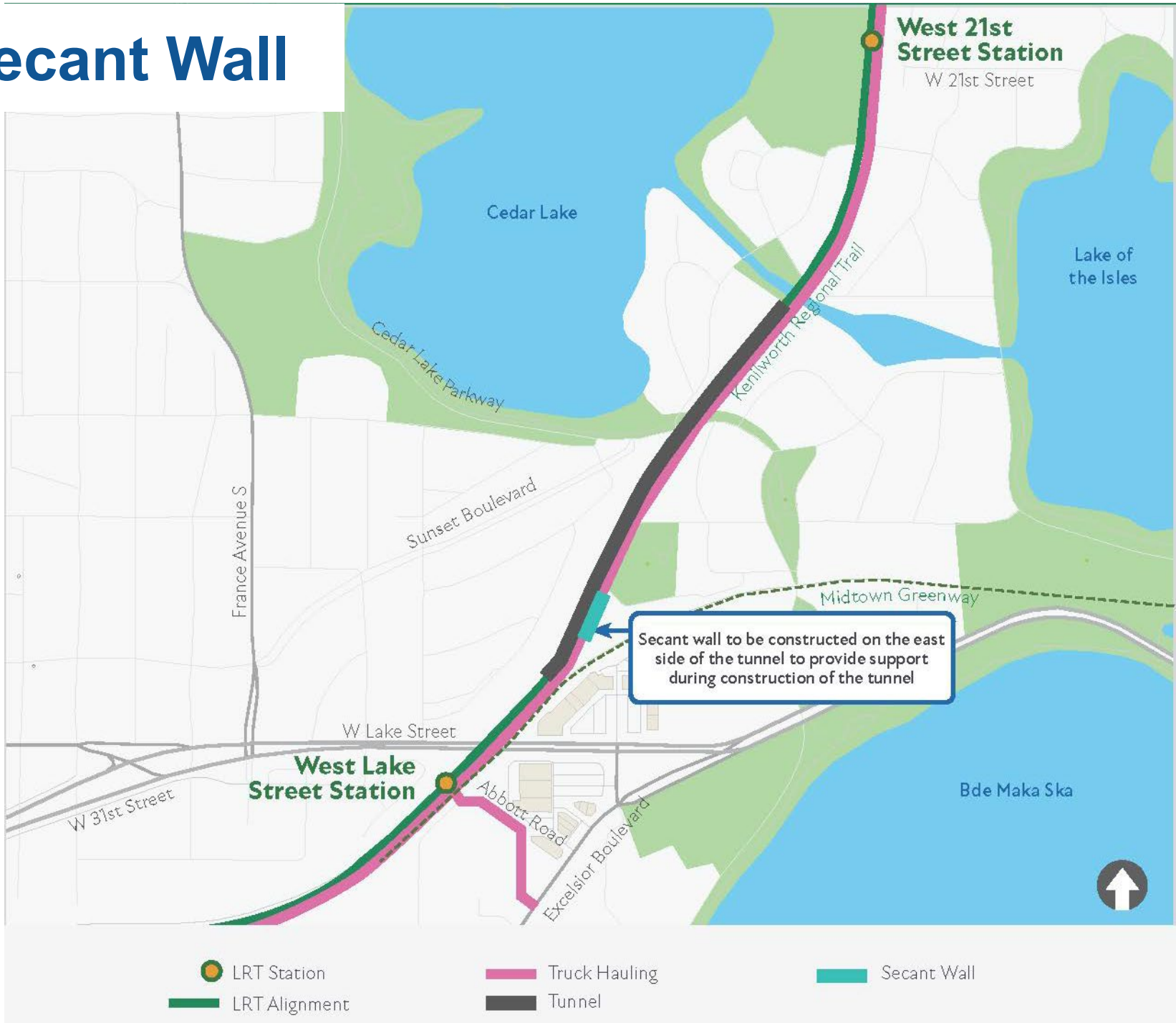
- Regards two elements:
 - Change order to Contract 15P307A with SWLRT Civil Construction contractor LMJV for work related to the construction of a Secant Wall
 - Increase the cumulative change order authority for Contract 15P307A

Civil Construction Change Order: Secant Wall

Business Item No. 2021-210

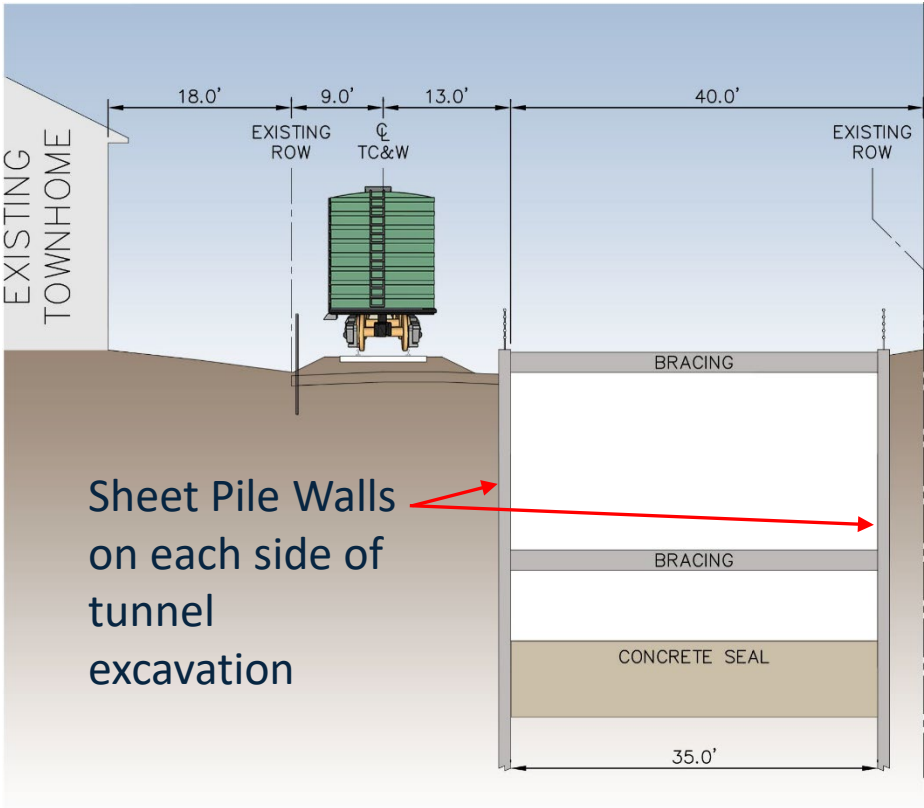
- The change order is required due to unforeseen soil conditions that necessitate an alternative construction method for a segment of the tunnel
- The increase in cumulative change order authority required for the secant wall, contaminated soils and grouting change orders and for upcoming change orders

Secant Wall

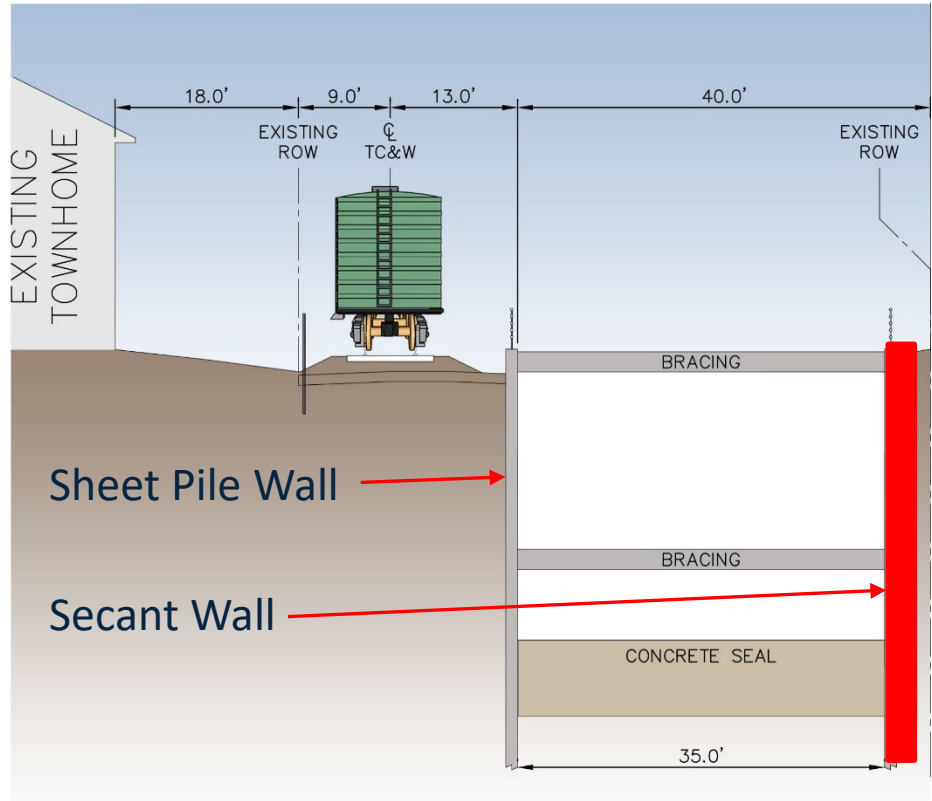


Kenilworth Tunnel Construction

Original Plan



Modified Plan at Cedar Isles Condominium and Parking Ramp



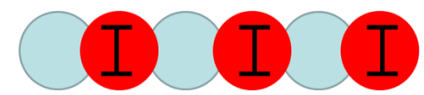
Sheet Pile Walls
on each side of
tunnel
excavation

Sheet Pile Wall
Secant Wall

Sheet Pile Wall in Plan View

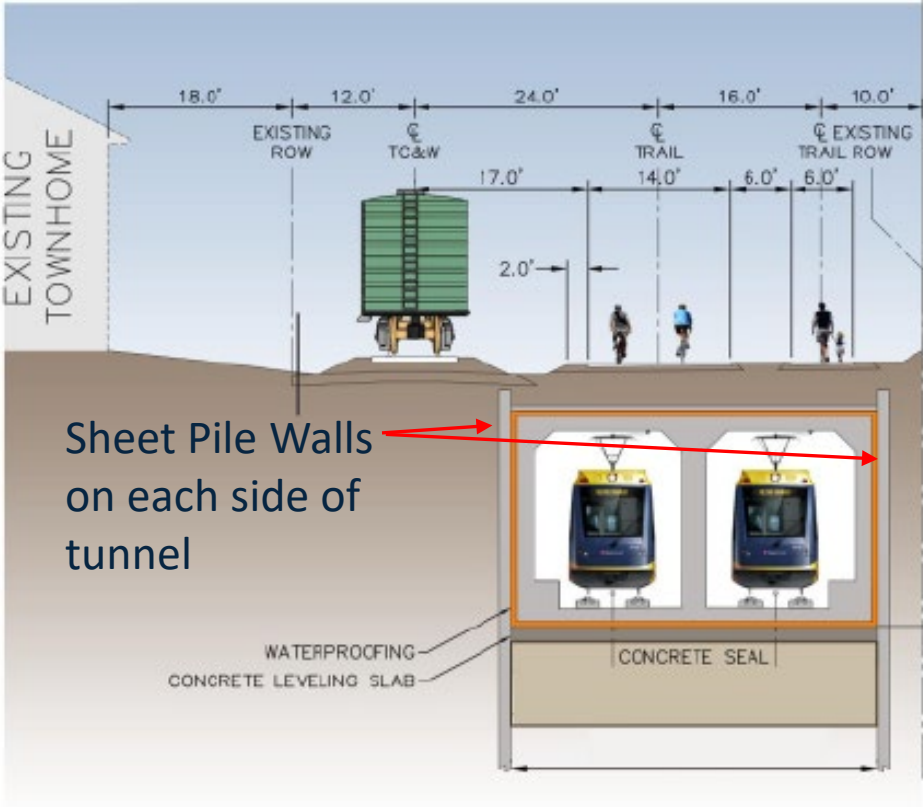


Secant Wall in Plan View

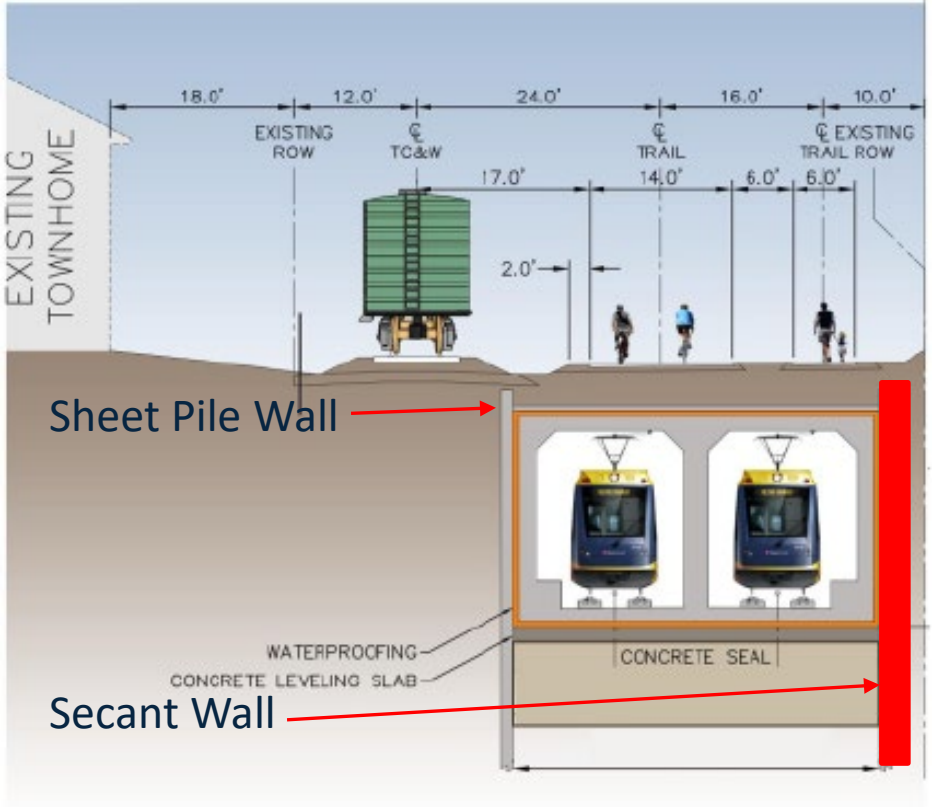


Kenilworth Tunnel Construction

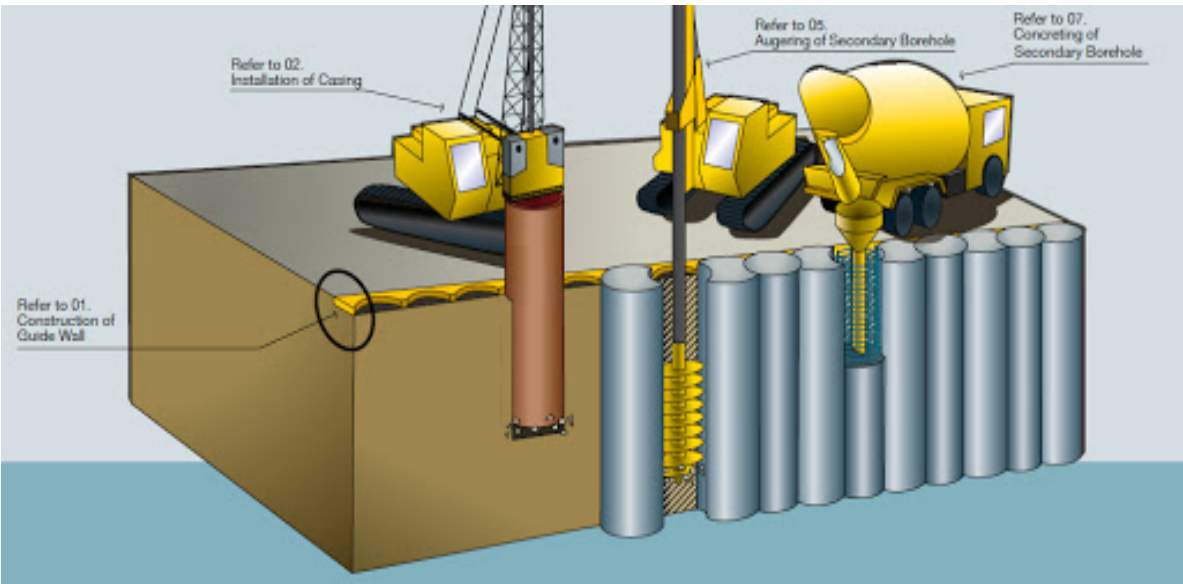
Original Plan



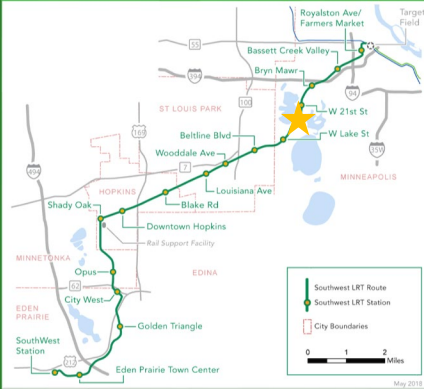
Modified Plan at Cedar Isles Condominium and Parking Ramp



Example of Secant Wall Construction



Minneapolis: Kenilworth Tunnel



Cumulative Change Order Authorization

Description	Amount	Change Order Authorization
Contract 15P307A original contract value	\$799,515,338.22	--
Currently authorized cumulative change order authority	\$162,556,338.99	20.33%
Value of change order authority executed to date	\$156,685,054.50	19.6%
Current remaining authority	\$5,871,284.49	0.73%
Additional change order authority required for secant wall, contaminated soils, grouting and upcoming change orders	\$75,897,232.97	9.49%
Amended cumulative change order authority	\$238,453,571.96	29.82%

Transportation Committee 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 \$29,979,444.69; and that the Council authorize an additional 9.49% to the 20.33% cumulative cap of change order authority under Council Procedure 14-1a for Contract 15P307A

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