

Transportation Committee

Meeting date: August 9, 2021

For the Metropolitan Council meeting of August 25, 2021

Subject: SWLRT (Green Line Extension) Civil Construction Change Order – Secant Wall in Kenilworth Corridor, Contract Number 15P307A

District(s), Member(s): All

Policy/Legal Reference: FM14-1a Procurement Procedure; FM14-2 - Expenditures for the Procurement of Goods and Services Greater than \$500,000

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

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 \$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.

Background

The Kenilworth corridor is a densely populated portion of the SWLRT 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 support of excavation (SOE) requiring sheet piles to minimize potential impacts due to vibration caused by conventionally installed sheets using a vibratory or impact hammer. This determination was made based on the Project's Final Environmental Impact Statement. The project plans directed the contractor to use a press-in piler that minimizes vibration and is capable of pressing in the sheets.

During initial sheet pile installation soil settlement occurred. An extensive monitoring program was then implemented for sheet installation to determine the extent of the settlement. Based on the monitoring results, it was determined that an alternative SOE system was required next to a ten-story condominium building and parking ramp (CICA structures) as the settlement observed posed an unacceptable risk.

Due to the limited space available and the vibration and settlement constraints it was determined that a secant wall would be appropriate for the SOE at the CICA structures. Secant walls are constructed by drilling a series of overlapping shafts and filling with concrete to form a continuous wall and are often used when there are sensitive structures.

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 secant wall work will be included as part of the SWLRT Project scope of work and \$2.003 billion budget.

Council Procurement Procedure 14-1a Section 2.1.2.23 provides 10% cumulative change order authority on construction contracts without further authorization by the Council. In April 2021, the Council approved an increase of 10.33% in cumulative cap in conjunction with the \$82.6M change order for the Corridor Protection Barrier (Business Item No. 2021-49).

Staff is requesting that the Council authorize a revision to Procurement Procedure 14-1A, Section 2.1.2.23 Change Orders/Contract Amendments, Part 2.b Change Orders to Construction Contracts, to permit an additional 9.49% cumulative cap of contract change order authority for Contract 15P307A. In addition to the secant wall change order, this request includes an increased cap authority for recent change orders for additional contaminated soil disposal (Business Item No. 2021-108) and grouting for the Kenilworth Tunnel construction (Business Item No. 2021-108) and upcoming change orders required for the Project.

This authorization will allow the Project to continue executing change orders for civil construction activities.

Description	Amount	Change Order Authorization
Contract 15P307A original contract value	\$799,514,338.22	--
Currently authorized cumulative change order Authority	\$162,556,338.99	20.33%
Value of change order authority executed to date	\$156,685,054.50	19.60%
Current remaining authority	\$5,871,284.49	0.73%
Additional change order authority 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%

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.

