

## Transportation Committee

Meeting date: November 22, 2021

For the Metropolitan Council meeting of December 8, 2021

<b>Subject:</b>	SWLRT (Green Line Extension) Civil Construction Change Order – Kenilworth Sheet Pile Installation, Contract Number 15P307A
<b>District(s), Member(s):</b>	All
<b>Policy/Legal Reference:</b>	FM14-1a Procurement Procedure; FM14-2 - Expenditures for the Procurement of Goods and Services Greater than \$2,500,000
<b>Staff Prepared/Presented:</b>	Wes Kooistra, General Manager, (612) 349-7510 Nick Thompson, Deputy GM Capital Programs (612) 349-7507 Jim Alexander, SWLRT Project Director, (612) 373-3880 Joan Hollick, SWLRT Deputy Project Director, (612) 373-3820
<b>Division/Department:</b>	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 \$3,671,582.67.

### Background

The Kenilworth corridor is a densely populated portion of the project 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 the support of excavation (SOE), which consists of sheet piles, by using a press-in pile method to install the sheets that minimizes potential vibration impacts to adjacent buildings. This determination was made based on the Project's Final Environmental Impact Statement.

Numerous unforeseen obstructions were encountered during sheet pile installation which impacted the contractor's planned schedule to install the sheets and required the contractor to modify its installation approach which included pre-drilling, resequencing sheet pile installation, work stoppages to install and evaluate additional monitoring, and a work stoppage to assess ground settlement concerns and develop an alternative plan to install an SOE system where the tunnel extends adjacent to a ten-story condominium building and parking ramp (CICA structures).

The cost of this change order is for the additional labor and equipment time to install the sheet piles for the tunnel.

### Rationale

Change orders exceeding \$2.5 million require Council approval.

### 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.

### **Small Business Inclusion**

The DBE goal established for this contract is 16%. As of work completed through September 30, 2021, LMJV is achieving 21.8% DBE participation.

### **Known Support / Opposition**

There is no known opposition to this action.