

**METRO GREEN LINE EXTENSION - SOUTHWEST LIGHT RAIL TRANSIT PROJECT
EXECUTIVE CHANGE CONTROL BOARD**

Proposed Board Action

24-ECCB-006

Item Description:

Approval of Change Order 0962 resulting in a contract cost increase and use of project contingency funds in the amount of \$646,000.00.

Resolution:

BE IT RESOLVED that Change Order 0962 to the Civil Contract (Contract No. 15P307A) with Lunda-C.S. McCrossan Joint Venture (LMJV), on file with the Project Office, resulting in the use of \$646,000.00 of Project Contingency is APPROVED.

Background:

LMJV is the civil contractor for the METRO Green Line Extension Project (Project). On November 15, 2018, the Metropolitan Council awarded Civil Construction Contract to LMJV, in the amount of \$799,514,338.22.

The Kenilworth corridor is a densely populated portion of the alignment with freight rail and residential buildings in close proximity to the LRT tunnel (27C15) construction site. During construction in this area, the Contractor must install support of excavation (SOE) using sheeting. In some cases, as the sheets are driven into the ground, the Contractor encounters unforeseen obstructions such as boulders and cobbles. Occasionally a sheet deflects slightly when it hits a larger obstruction and creates 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. Because the excavation extends below the water table divers are needed to inspect the sheets for gaps. Divers are also needed to weld and seal the gaps to prevent settlement. This change order is necessary to ensure that any gaps are identified and that the gaps are properly sealed.

On July 29, 2022, the ECCB authorized the use of contingency for Allowance 510 – Kenilworth Sheeting Inspection for the allowance use authorization (AUA) of subaquatic inspection and as-needed sheeting repair of the SOE on a time and material basis in the not to exceed amount of \$2,000,000.00 (22-ECCB-09). As previously detailed the allowance has been re-evaluated to determine future needs.

The allowance will be re-evaluated toward the end of the 2024 construction season to determine future needs based on the number of obstructions, the extent of subaquatic activities performed, and the remaining work in the 2025 construction schedule.

The Southwest Project is proposing the use of \$646,000.00 in contingency to execute this change order.