



**SWLRT CHG Summary Description**

Contract	Change Order Number	Title	Summary Description	Final CHG Amount	Change in Contingency	Budgeted / Externally Funded	3.17.2022 Settlement Agreement Funded	
<b>Project Name: Civil</b>								
Civil	0457	Permeation Grouting (Soil Stabilization) at Currie Building	Installation of permeation grouting at the Currie Building for subsurface soil remediation. (Part 2)	\$ 326,046.35	\$ 326,046.35	\$ -	\$ -	
Civil	0475	Opus TE Ductbank and Manhole Modifications	Relocating the TE manhole and associated TE ductbank near TPSS SW307 from between the tracks to outside of the track crossovers to mitigate a conflict with the track crossover special trackwork. (Part 2)	\$ 114,391.23	\$ 114,391.23	\$ -	\$ -	
Civil	0650	Lighting Control Network Cable	Conduit and control cable for coordinated control of all lighting panels located onsite, at vertical circulation buildings, and on platforms at West Lake Street, Bryn Mawr, and Bassett Creek Valley Stations due to design plan omission. (Part 2)	\$ 54,442.93	\$ 54,442.93	\$ -	\$ -	
Civil	0652	RTW-E425 Void Form Substitution	Substitution of thicker void forms and addition of a shear key for Retaining Wall E425 to allow time for the walls above E425 (Retaining Walls E415 and E419) to be constructed. (Part 2)	\$ 168,723.08	\$ 168,723.08	\$ -	\$ -	
Civil	0736	Southwest Station Revised Door Frame Details for Door 113	At SouthWest Station Door 113, removal of the steel angles and wood blocking, installation of the revised rated wall construction at the door jamb and head, and wrapping of the air barrier around these new components due to Door 113 and the 3-hour rated concrete wall it sits in lacking continuity.	\$ 7,098.71	\$ 7,098.71	\$ -	\$ -	
Civil	0758	RTW W108 Ramp Settlement Corrections	Remove and replace Bridge 27141 northern approach panel and TH 212 EB to Prairie Center Drive ramp pavement due to unforeseen cracking and settlement that occurred during sheeting installation. (Part 2)	\$ 317,684.82	\$ 317,684.82	\$ -	\$ -	
Civil	0763	MN&S Bridge Monitoring at NSW E201	Provide MN&S Bridge monitoring while constructing NSW E201 to check for potential impacts on the adjacent bridge per CP request. (Part 2)	\$ 15,784.45	\$ 15,784.45	\$ -	\$ -	
Civil	0895	5th Avenue and 7th Street LRT (Bridge 27C18) Flood Sealing	Due to the higher frequency of hair line cracks observed on the bridge deck in Unit 2, flood sealing is necessary. Furnish and install flood sealing on the bridge deck (Bridge 27C18) per Specification SB-33 (2433.6).	\$ 45,037.25	\$ 45,037.25	\$ -	\$ -	
Civil	0928	OCS Foundation High Water Table - 2022	Additional effort (excavation, dewatering) associated with the water table in the OCS foundations being higher than what is shown in the soil borings.	\$ 30,368.26	\$ 30,368.26	\$ -	\$ -	
Civil	0937	NCR 174 Credit for TH 62 Tunnel Unit 6 Base Slab	Credit change resulting from a nonconformance report documenting Unit 6 invert slab concrete in the TH 62 Tunnel not meeting the specified requirements. .	\$ (69,926.39)	\$ (69,926.39)	\$ -	\$ -	
Civil	0938	Soil Correction at Shady Oak Park and Ride	Soil correction at Shady Oak Park & Ride required to prevent pavement cracking.	\$ 399,134.54	\$ 399,134.54	\$ -	\$ -	
Civil	0939	Bryn Mawr VC RWL Relocation	Reconfiguration of rain water leaders (RWL) at Bryn Mawr Station VC required due to architectural woven mesh manufacturer's penetration requirements.	\$ 6,665.60	\$ 6,665.60	\$ -	\$ -	
Civil	0941	Soil Correction Under Shady Oak Plaza	Removal of unsuitable soils under proposed Shady Oak Plaza and replacement with suitable grading materials.	\$ 81,211.55	\$ 81,211.55	\$ -	\$ -	
Civil	0942	SWS Bollard Placement	Remove bollards at SouthWest Station and reinstall in a different location to meet City requirements for access.	\$ 6,215.42	\$ 6,215.42	\$ -	\$ -	
Civil	0945	Bridge 27C10 Excelsior Drainage System Modification	Raise the drainage system inside the Excelsior bridge to avoid conflict with access door.	\$ 1,239.69	\$ 1,239.69	\$ -	\$ -	
Civil	0946	Quantity Adjustment for Bid Item 200 Contaminated Soils (Daily Cover) and Bid Item 210 Contaminated Soils (Direct Cell) - 2024 through 2025	Increase the quantities of Bid Item 200 Contaminated Soils Disposal (Daily Cover) and 210 Contaminated Soils Disposal (Direct Cell).	\$ 5,000,000.00	\$ 5,000,000.00	\$ -	\$ -	
Civil	0947	Parcel 421 Additional Removals, Restoration, and Trail Adjustments	Revised trail section, additional curb and gutter elevations, revised landscaping plan, and additional cross sections at Parcel 421 (11300 K-Tel Dr) needed for trail re-alignment and additional tree removals. (Part 1)	\$ 13,109.06	\$ 13,109.06	\$ -	\$ -	
Civil	0948	Bassett Creek Tunnel Sheeting	Temporary sheet pile to be installed on either side of Bassett Creek Tunnel due to absence of existing in place sheeting shown in the plans. (Part 1)	\$ 310,000.00	\$ 310,000.00	\$ -	\$ -	
Civil	0951	Southwest Station Sign S3 Stone Base	Form and pour the revised concrete foundation and stem wall for Southwest Station Sign S3; foundation was revised due to conflict between architectural drawings and specifications.	\$ 8,252.02	\$ 8,252.02	\$ -	\$ -	
Civil	0954	Freight Rail Monitoring on Cedar Lake Spur	Provide freight rail monitoring on the Cedar Lake Spur due to construction activities associated with the Kenilworth Tunnel (27C15). (Part 1)	\$ 320,000.00	\$ 320,000.00	\$ -	\$ -	
				Total	\$ 258,993,289.00	\$ 221,014,060.71	\$ 24,833,071.88	\$ 13,146,156.41
<b>Project Name: Franklin Operations and Maintenance Facility Modifications</b>								
				Total	\$ 2,570,329.90	\$ 2,443,388.84	\$ 126,941.06	\$ -
<b>Project Name: OMF Building Demolition</b>								
				Total	\$ (35,086.18)	\$ (35,086.18)	\$ -	\$ -
<b>Project Name: Systems and Tunnel Facilities</b>								

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STF	0033	HX-BLAT Location Change	Unforeseen field conditions required a reroute of field cables to the Blake Freight Crossing House. (Part 2)	\$ 7,123.76	\$ 7,123.76	\$ -	\$ -
STF	0055	Intrusion Detection Clarification	Correction of Intrusion Detection System (IDS) design discrepancies between Civil and Systems plans at all 22 IDS locations, including the addition of missing CCTV cameras and modifications to the Train to Wayside Communications (TWCs) used by the IDSs. (Part 2)	\$ 50,888.71	\$ 50,888.71	\$ -	\$ -
STF	0064	LCMS Network Design Change	Additional scalance switch in the LCMS cabinet to act as an intermediary between the LCMS PLCs and the Cisco Network switch at all TPSS locations. Change is required in order to provide the LCMS PLC failover/redundancy function. Scalance network switches were not included in the initial design. (Part 2)	\$ 103,484.33	\$ 103,484.33	\$ -	\$ -
STF	0077	Express Trough to Handhole Bend Radius Modifications	Express trough diversion to be cut into the TH 212/Shady Oak Road Bridge (Bridge 27R34) concrete walkway near Golden Triangle Station to accommodate COM/fiber routing due to contract documents not considering bend radius requirements or conduit extensions.	\$ 77,997.77	\$ 77,997.77	\$ -	\$ -
STF	0079	Rotate TH62 Fire Flow Lift Station Slab	Revise the orientation of the TH62 Fire Flow Lift Station pad in STF Volume 6 plan sheets to match Civil Contract Documents, which revised the orientation of this fire flow lift station pad in FO-234.	\$ 1,367.01	\$ 1,367.01	\$ -	\$ -
STF	0081	OCS Wire Changes to Accommodate Southwest Station Drop Ceiling	Provide additional clearance and revised support assemblies for 5 OCS poles as a result of the lower system height at Southwest Station.	\$ 11,584.79	\$ 11,584.79	\$ -	\$ -
<b>Total</b>				<b>\$ 45,694,862.41</b>	<b>\$ 45,694,862.41</b>	<b>\$ -</b>	<b>\$ -</b>