

Metropolitan Council/Hennepin County

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Meeting of the SWLRT Executive Change Control Board  
October 30, 2020

Members Present:      Charlie Zelle                      Molly Cummings              Debbie Goettel  
                                 Jan Callison                      Marion Greene

**1. CALL TO ORDER**

Chair Charlie Zelle called the October 30, 2020 meeting of the Executive Change Control Board to order at 12:00 p.m. via a conference line. There was a quorum of members to start the meeting.

**2. MINUTES FROM OCTOBER 9, 2020 MEETING**

Ben Schweigert read the following suggested revised language to the October 9 minutes, which explains the attendance of the alternate members.

- Under 'Call to Order' change the last sentence to read: Commissioner Fernando (second alternate) was present at the beginning of the meeting and voted for approval of the minutes. Thereafter, Commissioner Goettel (first alternate) arrived, whereupon Commissioner Fernando left the meeting.
- Under 'Members Present' add the words: (part of the meeting) following the names of Commissioners Goettel and Fernando.

Commissioner Callison made a motion to approve the revised draft minutes of October 9, 2020. Council Member Cummings seconded the motion. Following a roll call, the minutes were approved.

**3. RESOLUTION 20-004**

Brian Runzel reviewed Resolution 20-004, which is for approval of change order 122, resulting in use of project contingency of \$864,560.68. This proposed change addresses the pier protection for the MN&S bridge that crosses over the Bass Lake Spur and SWLRT alignments. Prior to commencing the work, the bridge owner, Canadian Pacific (CP), expressed concerns with potential impacts to the bridge if pile driving was pursued. As a result, the foundation system needed to be changed to drilled shafts, which Canadian Pacific agreed to.

Commissioner Callison questioned the high cost of this item and requested more background on the agreed upon cost. Mr. Runzel explained that the contractor's original cost proposal was approximately \$1.6M. The final lump sum amount of \$864,560.68 was agreed to with the contractor after negotiations on several scope items including the drilling component of the work.

Council Member Cummings asked if the amount uses all contingency and if so, what is the impact to the contingency. Jim Alexander stated that this amount does use project contingency, which would then bring the project contingency level down to approximately \$180M.

Commissioner Goettel asked why CP didn't bring this up sooner. Mr. Runzel stated that the contractor performs detailed vibration calculations as part of its means and methods. These calculations were shared with CP, which took exception to the vibration levels that would result from driving piles in that the activity may adversely impact the existing bridge. Once the Council heard from CP, the Council evaluated alternatives to mitigate the vibration issue.

Commissioner Greene asked if alternate approaches could have been looked into. Mr. Runzel stated that the only other foundation option would be to use spread footings, which would mitigate vibration impacts but would not be suitable for the pier protection design loads and thus would not work in this application. Mr. Runzel noted that CP is in agreement with the decision to pursue drilled shafts.

Commissioner Goettel made a motion to accept the resolution. Commissioner Callison seconded. After a roll call, the resolution was accepted.

**4. ADJOURN**

The meeting adjourned at 12:20 p.m.

Respectfully Submitted,

Dawn Hoffner, Recording Secretary