

T Transportation Committee
Meeting date: March 22, 2010

Metropolitan Council Meeting: March 24, 2010

ADVISORY INFORMATION

Date: February 23, 2010
Subject: Central Corridor Light Rail Transit Advanced Traffic Improvements, Project 8453
District(s), Member(s): All
Policy/Legal Reference: N/A
Staff Prepared/Presented: Brian J. Lamb, General Manager, 612-349-7510
Mark W. Fuhrmann, Deputy Gen. Manager,
651-602-1942
Rich Rovang, AGM – Transit Systems Dev.,
651-602-1941
Division/Department: Metro Transit / Central Corridor Project Office

Proposed Action

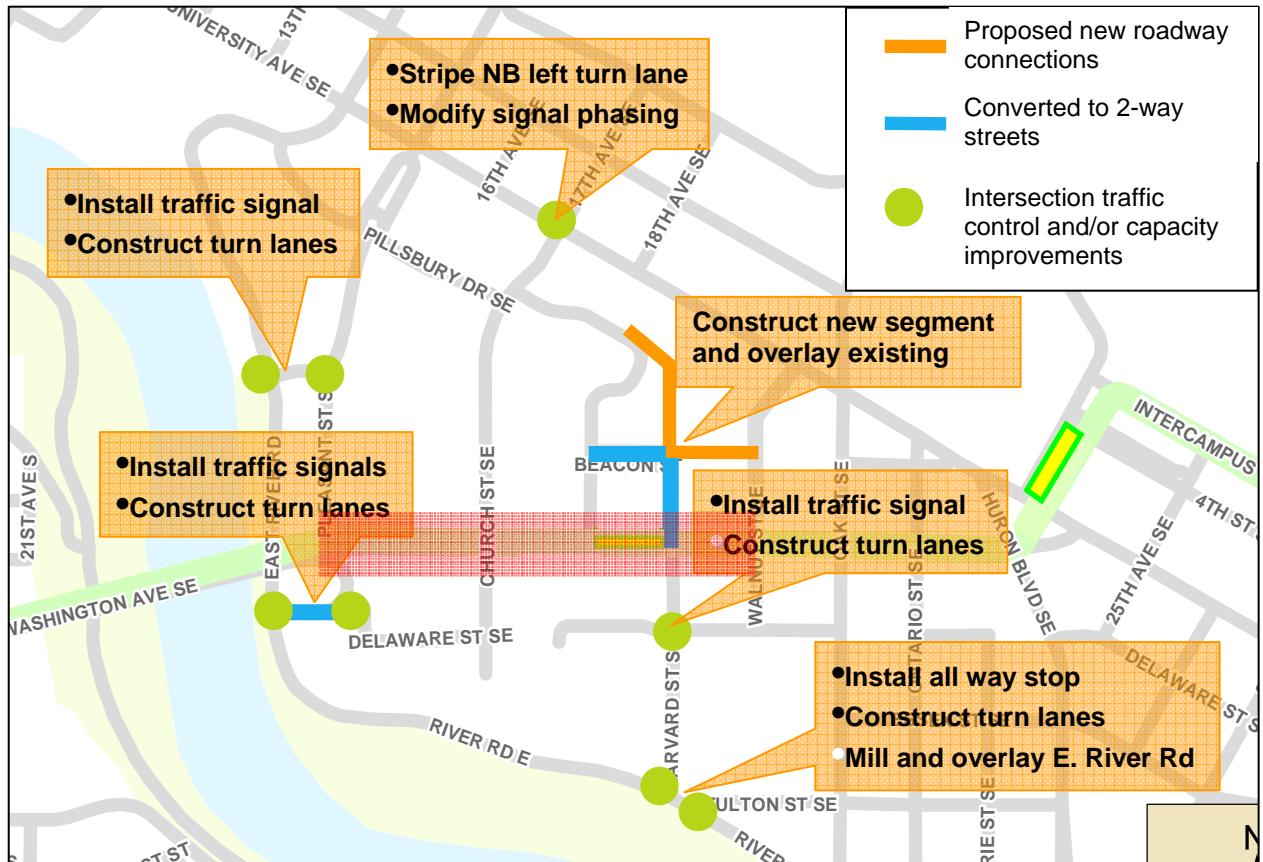
Authorize the Regional Administrator to award and execute a contract with the lowest responsive and responsible bidder, Graham Construction Services, for the Central Corridor Light Rail Transit (CCLRT) Advanced Traffic Improvements in Minneapolis, Minnesota at a cost of \$3,616,440. Award of this contract is contingent upon the receipt of a Letter of No Prejudice (LONP) from the Federal Transit Administration (FTA) expected prior to full Council action March 24, 2010, and executed by the University of Minnesota of the required temporary construction easements.

Background

As part of the Central Corridor Light Rail Transit (CCLRT) Project, the Advanced Traffic Improvements (ATI) contract, located in Minneapolis on and surrounding the University of Minnesota East Bank campus, generally includes:

- Installing traffic control signals
- Installing traffic control interconnection
- Milling and overlaying existing bituminous roadway pavement
- Removing existing bituminous roadway pavement
- Placing new bituminous roadway pavement
- Installing concrete sidewalks
- Removing existing concrete curb and gutter
- Placing new concrete curb and gutter
- Demolition of existing retaining walls
- Building new retaining walls
- Earthwork
- Removing trees and shrubs and landscaping
- Installing new trees, shrubs and landscaping
- Installing signs, pavement marking, traffic control equipment and related utilities

A map of the project is included:



There were seven bidders and bids were opened for this project on January 27, 2010. Bids ranged from \$3,616,440 to \$4,509,697. The engineer's estimate was \$4,219,422.

The Disadvantaged Business Enterprise (DBE) goal was 15%. The lowest responsive and responsible bidder, Graham Construction Services, reported an actual DBE participation of 14.5%. Since Graham did not meet the full numeric DBE participation as stated, an evaluation of their good faith efforts was conducted by the Office of Diversity and Equal Opportunity. A determination was made that Graham Construction Services passed the combination of numeric goal and good faith efforts criteria for this project. Additionally, Graham Construction Services has identified additional DBE subcontractors that could be used in the areas of surveying and trucking to bring the DBE participation up to or exceeding the 15% goal.

Rationale

The CCPO seeks to complete the Advanced Traffic Improvements under an LONP prior to the closing of Washington Avenue to vehicular traffic. Authorization to award and execute a contract for the Advanced Traffic Improvements Contract at this time allows construction to begin in the spring 2010, achieve substantial completion prior to fall semester 2010 and close Washington Avenue in 2011 to maintain the project schedule. The CCPO and its project partners the University of Minnesota, City of Minneapolis and Hennepin County all concur this Advanced Traffic Improvements work must be completed near Washington Avenue prior to the initiation of the Civil West contract causing the closure of Washington Avenue to vehicular traffic.

Funding

Sufficient funding from local sources is available to award the construction contract under the LONP. In addition, the LONP ensures the eligibility of these expenditures for Federal funding reimbursement upon execution of the Full Funding Grant Agreement (FFGA) expected in the fall of 2010.

The University of Minnesota betterments work included in this contract in the amount of \$128,843.80 is fully reimbursable to the Council. At this time, the funding agreement with the University of Minnesota is not executed; however, the University's betterments can be removed from the contract after award by a deductive change order in the event that an agreement is not executed by the start of construction.

The work requires that the University of Minnesota provide temporary construction easements in order to be completed. If the required temporary easements have not been provided, the Regional Administrator is directed to not award and execute the contract without direction from the Council.

Known Support / Opposition

Local funding partners and FTA support the Advanced Traffic Improvements contract award under Letter of No Prejudice to maintain the project schedule.