

T Transportation Committee

Meeting date: July 12, 2010

Metropolitan Council Meeting: July 28, 2010

ADVISORY INFORMATION

Date: June 30, 2010
Subject: Central Corridor Light Rail Transit: Construction Change Order Greater Than 5% For The Advanced Traffic Improvements Contract with Graham Construction
Districts, Member(s): All
Policy/Legal Reference: Procurement of Construction Services
Staff: Brian Lamb, General Manager, 651-349-7510
Prepared/Presented: Mark Fuhrmann, Deputy Gen Mgr, 651-602-1942
Rich Rovang, CCLRT Project Director, 651-602-1941
Division/Department: Metro Transit / Central Corridor Project Office

Proposed Action/Motion

That the Metropolitan Council authorize an additional \$195,000 above the standard 5% allowable contract change order contingency to provide for the removal and disposal of additional quantities of contaminated soils for the Advanced Traffic Improvements Contract.

Background

Subsequent to the Council bidding and awarding a contract to Graham Construction Services for the Advanced Traffic Improvements contract on the University of Minnesota (U of M) campus, it has been determined that the contract did not adequately address the amount of contaminated soils requiring removal and offsite disposal. After review of field conditions, a large amount of material initially called to remain on site must now be hauled off and disposed at a local landfill.

After recalculation of the quantities, CCPO staff expects extra removal and disposal of 5000 tons of contaminated soils at a cost of approximately \$195,000.

Policy allows for 5% change order authority on construction contracts without further authorization by the Council. With this request and a previous business item (2010-247), the council would authorize use of a total of 20.4% change order authority under this contract as detailed below.

Original Contract Value	\$3,616,440	
Initial Change Order Authority	\$180,882	5%
U of M Betterments (2010-247)	\$360,000	10%
Additional Contaminated Soils	\$195,000	5.4%

Rationale

These materials must be removed to maintain compliance with the Council's Response Action Plan for this contract with the MPCA.

Funding

The CCLRT Project has available funds from the Counties Transit Improvement Board and Regional Rail Authorities for this activity.

Known Support/Opposition

No known opposition.