

T Transportation Committee
Meeting date: November 28, 2011
Metropolitan Council Meeting: December 14, 2011

ADVISORY INFORMATION

Date: November 21, 2011
Subject: Central Corridor Light Rail Transit (Green Line):
Additional 5% Change Order Authority for the
Operations and Maintenance Facility Contract
District(s), Member(s): All
Policy/Legal Reference: Procurement of Construction Services
Staff Prepared/Presented: Brian Lamb, General Manager, 612-349-7510
Mark Fuhrmann, Deputy Gen Mgr, 651-602-1942
Rich Rovang, CCLRT Project Director, 651-602-1941
Christine Beckwith, CCLRT Deputy Project Director,
651-602-1433
Division/Department: Metro Transit / Central Corridor Project Office

Proposed Action

That the Metropolitan Council authorize an additional 5% (\$2,156,969) above the standard 5% construction contract change order authority for the Central Corridor (Green Line) LRT Operations and Maintenance Facility (OMF) Contract.

Background

Policy allows for 5% change order authority on construction contracts without further authorization by the Council. A series of unanticipated significant changes on the OMF contract including concrete floor slab removal and replacement, piling modifications, building column encasements, lead paint removal and a revised sanitary sewer design have nearly depleted the initial 5% change order authority.

During the summer 2011 construction season, it was determined through load testing of a sample of existing piles that while the piles may be capable of supporting the floor under the tracks and the administration/shop areas, there were variations in the conditions of exposed pile caps and in existing pile locations and some piles were missing. It was determined that a better long term solution would be to replace the existing floor and piles with new floor and piles in the area where the tracks will run over the floor. Additionally, a portion of the existing slab in the administration and shop area that was intended for reuse was deemed unusable after it was determined that existing reinforcing steel was incorrectly placed in that slab and the slab exhibited cracking and settlement during adjacent slab removal.

Other change orders were necessary to revise column details and revise sanitary sewer designs. The as-built conditions of the columns as shown on the original building plans were not as expected and the column encasements also needed to be revised.

The change order to the OMF for the administration and shop area slab replacement (\$677,752), will exceed the current 5% contract authorization by approximately \$669,621. This change order will be executed upon approval of the additional change order authorization requested in this business item.

Staff is requesting that the Council authorize an additional 5% of contract change order authority due to the unforeseen change orders in 2011 as well as for additional known change order exposures in 2012. With this request, the Council would authorize use of a total of 10% change order authority under this contract as detailed below.

Original Contract Value	\$43,139,389	
Initial Change Order Authority	\$2,156,969	5%
Additional Change Order Authority	\$2,156,969	5%

The 15% Disadvantaged Business Enterprise (DBE) goal applies to the additional change order authority.

Rationale

The Structural Design Engineers have concluded that without the structural and other changes the OMF could not be successfully reused for a 75-year long-term, reliable and efficient facility. It is intended to be used to maintain and operate a fleet of light rail vehicles on a 24-hour, 7-day a week schedule.

Funding

The CCLRT Project has available funds from the CCLRT Project Contingency for this changed work.

Known Support/Opposition

No known opposition.