



COUNCIL REPORT

February 14, 2013

TO: Brian Kischnick, City Manager

FROM: Mark Miller, Director of Economic and Community Development
Steven J. Vandette, City Engineer/Project Manager

SUBJECT: Troy Transit Center Status Report - February 2013

Most of the work on the Transit Center since the November groundbreaking has been underground. Water and sewer service leads were installed first, then the foundations for the building and east elevator tower; now work is progressing on the foundation for the west elevator tower. Steel sheeting work on the west side of the tracks, which allows for excavation and pouring of the west elevator tower foundation, was completed several weeks ago. As that work progressed, workers on the east side of the tracks were pouring the station building and east elevator tower foundation walls up to finish floor elevation (see attached pictures).

In the past two weeks Canadian National Railroad (CN) has imposed a new safety requirement that will require the addition of a crash wall between the tracks and the west (Birmingham side) elevator tower (no wall is needed on the Troy side). The wall will provide added protection to the tower structure in the event of a train derailment. This new requirement has caused construction to stop as our Architectural/ Engineering team works to design a wall that will be acceptable to CN and meet the American Railway Engineering and Maintenance-of-Way Association (AREMA) guidelines. In addition to the added cost of the wall, we anticipate approximately an initial 2-3 week delay in the project schedule. More details on the project schedule and cost will become available as a design solution is identified, but we believe that it could potentially add several hundred thousand dollars to the project.

Despite CN's involvement with preliminary and final design of this project for the past 10 months, a crash wall had not been a requirement until now. Had this been known earlier, the design of the elevator tower, which also supports the bridge, would have been different and the entire project may have had to have changed slightly in order to accommodate the cost of the crash wall. Additionally, had the tower been located outside the CN right-of-way on the Birmingham side, as it is on the Troy side, no crash wall would be required at all.

Due to the potentially significant cost of re-engineering the crash wall into the project, we have approached MDOT concerning amending our contract to apply some of the \$2.2 million we turned back to MDOT last November when our contract was adjusted to match the \$6.2 million project funding limit. MDOT has preliminarily agreed to this approach, pending details to be worked out in the coming weeks. We anticipate that we may have a contract amendment ready for council consideration at the first meeting in March.

Construction of the Transit Center was previously on schedule and on budget; there was no expenditures from the construction contingency. At only 15% of the \$6.2 million project funding spent to date, this is a good position to be in at this early stage of the project. With much more

construction to come, contingency funds will be essential to cover the cost of unknowns associated this work.

Contingency funds are not intended to pay for project scope changes and additions, but rather to compensate for “unknowns” that arise during the course of construction. Underground work is particularly prone to unknowns, such as encountering pockets of poor soil or conflicts with existing underground utilities, which can result in higher than expected construction costs. With significant underground work yet to be completed, including the caisson foundation for the 200 foot long platform on the Birmingham side, contingency funds will be needed to insure that the cost of unknowns is covered. It is not recommended that contingency funds be nearly depleted at this early stage of the project in order change project scope and add the crash wall.

Work activity on the Transit Center this February has included:

- Completion of east (Troy side) elevator tower and station building foundations
- Construction of station foundation walls
- Off-site manufacture of precast concrete stairs and panels for elevator towers
- Off-site manufacture and assembly of structural steel for bridge
- Submittal of crane lift plan to CN for erection of structural steel and precast concrete panels for elevator towers

Major work coming up in next 30 days includes:

- Construction of crash wall and west elevator tower foundation wall
- Erection of structural steel and precast concrete panels for elevator towers
- Development of a lift plan for setting bridge over CN tracks
- Execution of AMTRAK Lease Agreement, Easement and License agreements with CN and consideration of an amendment to the Troy/MDOT funding agreement

A summary of Transit Center costs is attached for the Preliminary Design Phase that ended December 15, 2011, and the Final Design and Construction Phase, which lasts until the project is completed this year.

Since the last update on the status of the land, the City Attorney’s Office reports that the Michigan Court of Appeals scheduled oral argument in the pending appeal for March 6, 2013. It is expected that it will be some time after that before a written opinion will be issued.

Please let me know if you have any questions or would like information on any particular aspect of the project.