



Board Report  
February 5, 2019

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**INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION –INDYGO**  
**RECONVENED BOARD OF DIRECTORS’ PUBLIC MEETING**  
**FROM JANUARY 24, 2019**  
**AGENDA – FEBRUARY 5, 2019**

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***ACTION ITEMS***

- A – 1    Approval of Red Line Construction Acceleration Change Order – *Justin Stuehrenberg***

*Re*

Executive Session Prior to Board Meeting  
[Per IC 5-14- 1.5.6.1(b) (2) (A) and (B) & IC 5-14-1.5.6.1 (b) (9)]

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*Our next Board Meeting will be Thursday, February 28, 2019*

TO: Chair and Board of Directors

FROM: Justin Stuehrenberg, VP of Planning & Capital Projects  
Pamela Wagner, Director of Procurement

**SUBJECT: Approval of Red Line Construction Acceleration Change Order**

**BACKGROUND:**

The Red Line will provide high-capacity Bus Rapid Transit (BRT) along 13.1 miles from Broad Ripple through downtown Indy to the University of Indianapolis, connecting several neighborhoods, major employers and cultural institutions with frequent, comfortable rapid transit service. The route will come within a quarter mile of more than 50,000 residents and nearly 150,000 jobs – a quarter of all jobs in Marion County. Throughout most of the day, buses will arrive every ten minutes, and the Red Line will operate for 20 hours each day, 7 days a week.

The Red Line Project was bid in November 15 of 2017. The final bid documents consisted of two bid packages – Package “A” included the site civil work, and Package “B” included the station canopy structures and related buildout. Package “A” included one bid alternate for additional red lane markings and package “B” included three bid alternates for station snow-melt systems and platform material upgrades. In December 2017, upon Board approval, IPTC executed a contract with Reith Riley Construction for Package – Civil Construction for a total not-to-exceed amount of \$30,678,687.53 and another one with FA Wilhelm Construction for Package B – Stations Construction for a total not-to-exceed amount of \$15,311,450.00. All the 4 alternates were accepted and included in the respective contracts as well. The contractual completion date at that time was August 8, 2019.

Due to delays in federal funding availability and the relocation of utilities, the Package “A” portion of the project is currently 114 days behind schedule. In November 2018, IndyGo began to explore opportunities with the contractors to accelerate that schedule to retain the original completion date.

**ACTION:**

Rieth-Riley Construction has presented a proposal to IPTC that would accelerate the remaining work to meet a substantial completion date of July 31, 2019. This acceleration plan includes new expenses in these categories:

- additional labor and supervision including overtime and weekend premiums
- direct costs for additional materials and supplies
- performance incentives for meeting the new schedule
- resolution of previous delay claims

Rieth-Riley has proposed a change order cost of \$3,572,197.71. IndyGo is requesting that the board authorize this amount as a change order.

**PROCUREMENT PROCESS:**

N/A

**FUNDING:**

This Change Order and all other eligible project costs are funded by the existing \$96.33M project budget, comprised of FTA Small Starts grant (\$75M) and local funding from the Indianapolis Department of Metropolitan Development (\$6M), the Indianapolis Department of Public Works (\$2M???), and the IndyGo capital Cumulative fund (\$XXM??).

This change order will reduce available existing project contingency funds but does not increase the overall project budget.

**RECOMMENDATION:**

In a manner consistent with IndyGo contract award standards, it is requested that the Board authorize the President / CEO to execute a Change Order for the Red Line Rapid Transit project with Rieth-Riley Construction to change the substantial completion date to July 31, 2019 for up to \$3,572,197.71.

Justin Stuehrenberg  
VP of Planning & Capital Projects