



Legislation Text

File #: 22-0006, Version: 1

CITY COUNCIL AGENDA ITEM

ACTION REQUESTED:

Approve the award of Change Order #1 to Contract 21-232, 2021 New Sidewalk Improvements Program, to Triggs Construction for an amount not to exceed \$13,153.00 and a total award of \$252,711.00

DEPARTMENT: Transportation, Engineering and Development

SUBMITTED BY: William J. Novack, Director

BOARD/COMMISSION REVIEW:

N/A

BACKGROUND:

The City Council awarded Contract 21-232 to Triggs Construction on August 17, 2021 with a completion date of November 15, 2021. The purpose of this contract is to improve walkability throughout the City by filling in sidewalk gaps as identified by the Comprehensive Sidewalk Plan.

DISCUSSION:

This change order is requested to add time and money to the contract to reflect the changes that occurred during construction.

The contractor substantially finished the work on most of the streets by November 15, 2021. Due to concurrent work being performed by DPU-W/WW in Naper Heights, however, the contractor was not able to start work on Webster Street until November 18, 2021. Once the conflicting DPU-W/WW work had been completed and the contractor was able to start, the work progressed quickly and was substantially finished by December 6, 2021.

There were various changes made to the sidewalk design during construction to reflect actual conditions in the field and to provide a better end product for homeowners, which resulted in changes to the contract quantities. The design changes that resulted in significant changes to pay item quantities are summarized below.

The scope of work on one street was changed from adding a barrier curb behind an existing sidewalk to removing the sidewalk and replacing it with a narrower sidewalk and a side curb due to the proximity of a tree. This design change resulted in a negligible change in cost.

Driveway work at one property was eliminated, while the limits of driveway replacement work at other properties were extended in the field to provide a better slope transition from the sidewalk to the existing driveway. In addition, the asphalt driveway pay item was used for several roadway patches.

In some locations, the roadway next to curb work crumbled and required additional patching. In other locations, the curb needed to be raised to meet ADA slope standards, so an adjacent patch was required in order to maintain drainage and avoid differentials at the curb-line.

For several properties, the sidewalk location was shifted from several feet behind the curb to directly behind the curb. When this shift happened at a driveway, additional curb-work was required to transition from full height curb to depressed curb. These changes were made to accommodate new permanent improvements installed by the homeowner or to provide better consistency in the sidewalk location.

Restoration work along Washington Street was changed from sod to seed and blanket, due to the number of trees in the area as well as the condition of the existing grass. The unit price provided by the contractor for seeding was the same as the unit price provided for sodding, so this design change did not result in a change in cost. For two streets where survey information was not available, the necessary grading limits in the field extended beyond the limits assumed during design, so additional restoration work was needed.

The original design called for substantial grading within the public right-of-way directly behind all retaining walls, which allowed for the walls to be shorter in height and length. During construction, however, it was decided to reduce the amount of grading behind the retaining wall to provide a better end product for the homeowners. This change provides some aesthetic benefits, since the front lawn is more uniform, but more importantly it makes this area easier and potentially safer for the homeowner to maintain, especially directly adjacent to the wall, since the lawn is flatter. This change, which reduced the amount of restoration work required but increased the wall size, accounted for a major portion of the cost increase.

The amount of this change order exceeds the original contract amount by \$13,153.00 and increases the original contract expiration date by 21 days.

This contract was approved with contingency in the amount of 5% (\$11,977.90) of the original contract value and 29 days. Staff will use contingency days to cover the construction deadline extension. The available contingency funds are not sufficient to cover the increase in cost, but the contract's awarded value was less than the budgeted funds available for the project. Staff requests the use of these additional budgeted funds to cover the cost increase. A summary of the award and contingency information is provided in the tables below.

Contract Award

Original Contract Value	\$239,558
Prior Cumulative Approved Change Orders	\$0
Subtotal	\$239,558
(+/-) This Change Order	\$13,153.00
Total Contract Value	\$252,711.00

Contingency

<i>Authorized Contingency</i>	Days	Dollars
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Original Amount	29	\$11,977.90
(-) Previously Authorized	0	\$0
Subtotal	29	\$11,977.90
(-) This Change	21	(\$11,977.90)
Balance Left	8	\$0

FISCAL IMPACT:

CIP #: CS006

New Sidewalk Improvements are expensed to the Infrastructure account listed below. A total of \$300,000 was budgeted for CS006. The requested change order is within the budgeted amount for this expense.

Account Number	Fund Description	Total Budget Amount
30282300-551502	Bond Fund	\$8,582,000

*Per Council directive, contingency on construction projects is set at 3% on projects over \$500,000 and 5% on projects under \$500,000.