**DATE:** April 7, 2015

REGULAR ITEM #

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**AGENDA ITEM**: 39<sup>th</sup> Street North: Street and Sanitary Sewer Improvements - Change

Order No. 4

**SUBMITTED BY**: Chad Isakson, Project Engineer

**THROUGH:** Dean A. Zuleger, City Administrator

**REVIEWED BY:** Jack Griffin, City Engineer

Cathy Bendel, Finance Director

# **SUGGESTED ORDER OF BUSINESS:**

# **POLICY RECOMMENDER:** Engineering.

**FISCAL IMPACT:** \$154,440.00.

This change order increases the contract amount for the project by \$154,440.00 bringing the revised construction contract to \$2,075,522.80. With this change order the project is over the project budget and contingencies by \$111,000.

The cost increase is necessary to complete the project but incurs an unfunded amount. The additional amount of \$111,000 could be added to the 2015 bond with the bond payments made from the sanitary sewer enterprise fund. This pipe is critical to serve all existing properties and future development planned to occur in the Municipal Sewer Area north of the Union Pacific Railroad Tracks.

# **SUMMARY AND ACTION REQUESTED:**

The City Council is respectfully requested to consider approving Change Order No. 4 for the 39<sup>th</sup> Street North: Street and Sanitary Sewer Improvements, thereby increasing the contract amount by \$154,440.00. The recommended motion for the action is as follows:

"Move to approve Change Order No. 4 for the 39th Street North: Street and Sanitary Sewer Improvements thereby increasing the contract amount by \$154,440.00."

## **LEGISLATIVE HISTORY/BACKGROUND INFORMATION:**

This change order is being processed due to unforeseen subsurface conditions found by the Contractor in the trenchless installation of a 30-inch casing pipe within the Union Pacific Railroad Right-of-Way. An obstruction was encountered during the installation and the casing pipe could not be further advanced, in the opinion of the Contractor, utilizing the construction methods employed by the Contractor.

The Contractor has therefore made a claim that differing or unusual subsurface conditions have been encountered that does not allow the casing installation to be successfully installed using the casing pipe and methods specified. The Contractor mobilized equipment and employed a ramming method to hammer the pipe in an attempt to advance it past the obstruction located at approximately Station 0+40. This attempt was completed at the direction of the City and Engineer and was covered by Change Order No. 3. However, the attempt to hammer the 30-inch casing did not work. Boulder and cobble obstructions in the soil caused the casing pipe to remain stuck in place. Hand excavation was halted as the sand collapsed into the casing pipe putting the integrity of the above gas pipe and railroad tracks at risk.

After extensive technical review meetings and negotiations between the City, Bolton and Menk and the Contractor, Change Order No. 4 was prepared to request the Contractor to install a larger diameter casing pipe (48-inch) with a thicker casing wall that is suitable for pipe ramming. The cost for this work was extensively negotiated relative to several other options. In addition, this change order was prepared to address all claims made to date on the project by the Contractor as well as provide assurances to the City that the project will be successfully completed.

This crossing is critical to service 39<sup>th</sup> Street property owners, future development north of the railroad tracks, and the Old Village Area.

### **RECOMMENDATION**:

Staff is recommending that the City Council consider approving Change Order No. 4 for the 39<sup>th</sup> Street North: Street and Sanitary Sewer Improvements, thereby increasing the contract amount by \$154,440.00. The recommended motion for the action is as follows:

"Move to approve Change Order No. 4 for the 39th Street North: Street and Sanitary Sewer Improvements thereby increasing the contract amount by \$154,440.00."

## **ATTACHMENT(S):**

1. Change Order No. 4