CITY OF NORMAN, OK

STAFF REPORT

MEETING DATE: 3/22/2022

REQUESTER: Joseph Hill, Streets Program Manager

PRESENTER: Shawn O'Leary, Director of Public Works

TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF CHANGE ORDER NO. TWO TO CONTRACT K-2122-59: BY AND BETWEEN THE CITY OF NORMAN AND HASKELL LEMON CONSTRUCTION CO., INCREASING THE CONTRACT AMOUNT BY $358,613.17 FOR A REVISED CONTRACT AMOUNT OF $1,945,806.17 FOR THE IMHOFF BRIDGE EMERGENCY REPAIR PROJECT AND BUDGET APPROPRIATION AS OUTLINED IN THE STAFF REPORT

BACKGROUND:

On Tuesday, September 14, 2021, City Council declared an emergency for the Imhoff Road Bridge and approved Contract No. K-2122-59 selecting Haskell Lemon Construction Co., to perform the necessary emergency repairs on the West Imhoff Road Bridge, NBI No. 18958, which had previously been selected for maintenance activities as part of the FYE 2022 Bridge Maintenance Program. The repairs were in response to the discovery of the failure of the Southeast wing wall on July 29, 2021 and subsequent closure of the bridge. On August 24, 2021, H.W. Lochner Inc. was issued a Notice to Proceed to prepare plans for the emergency repair with a completion date of September 8, 2021. The repairs identified by H.W. Lochner Inc. included the following:

- Demolition of all four existing wing walls
- Construction and four new wing walls and accompanying doweled tie-ins
- Construction of concrete aprons on the North and South ends
- Construction of curtain walls on the North and South ends
- Connection of a new drainage structure on the Southeast side
- Installation of rip rap for erosion control
- Resurfacing of the roadway

Haskell Lemon Construction Co. began repair operations on September 28, 2021 with an estimated completion date of March 24, 2021.

City Council approved Change order #1 to Contract K-2122-59 on February 22, 2022 increasing the contract value by $146,498.00 for a revised contract amount of $1,587,198.00. Identified in the plan set from H.W. Lochner Inc. was the connection of a new drainage structure on the

Southeast side of the bridge. The existing storm sewer line is a 32” reinforced concrete pipe. Demolition and excavation in the area revealed the proposed solution would need to be amended to fit the conditions. Staff determined that the most cost effective and time saving solution would be the installation of a Nyloplast inlet and high-performance polypropylene pipe. On the North side of the bridge, utility lines spanned the gap between the two wing walls; one 8” sanitary sewer line, one 8” potable water line, and one 4” gas line. Mid-way between the span, the existing utility lines rested on concrete pedestals that also needed to be removed to accommodate the new casing for the utility lines. Staff coordinated with both ONG and the Utilities Department to cut and cap each of lines in preparation for removal. Because of the strict regulations concerning the installation of potable water line, Haskell Lemon Construction Co. elicited a quote from a sub-contractor for the installation of the new sanitary sewer and potable water line.

To offset the referenced cost increases on this project, the project team has had success in finding alternate solutions on the project that allowed for savings and/or avoidance of increased costs while still maintaining a very aggressive repair schedule. One instance being the decision to change the toe wall material from concrete to steel sheet piling. The change was initially suggested due to adverse site conditions in the bottom of channel, but also saved approximately $30,000.00 in project costs. This change, which was approved by the Engineer of Record (EOR), resulted in avoidance of additional earth retainage and excavation quantities. In an effort to maintain the schedule for reopening of Imhoff Road Bridge, City Staff will also be taking over some of the incidental items needed to complete this project including sod, sidewalk, handrail, and some storm drainage repair located on the northwest corner of project. This work will occur in short phases following the reopening of Imhoff Road Bridge with minimal short term impacts to traffic.

Weather delays have also been a factor on this project. To date, over 40 weather days have been recorded. In an effort to maintain the project schedule, the contractor has worked some additional weekends and extended daytime operating hours to accommodate the emergency needs of this project.

DISCUSSION:

In addition to the necessary changes to the project referenced in the background, additional quantities are required to complete the final stages of project construction. The initial design work for this project accounted for excavation quantities necessary in relation to the design parameters. As work has progressed, the field conditions to construct this project have required a substantial overrun in excavation quantities for equipment access and constructability as well as safety requirements necessary to maintain working slopes based upon soil conditions. Additionally, to ensure the structural integrity of the roadway and a smooth transition onto the Imhoff Road Bridge deck, concrete approach slabs need to be installed on the east and west roadway approaches to Imhoff Road Bridge. This addition includes concrete approach slabs roughly 30 feet in width and 23 feet in length on a skew to abut the Imhoff Road Bridge deck joint while maintaining a perpendicular joint with the roadway.

Due to the emergency nature of this project and the need to restore traffic on Imhoff Road as quickly as possible, it was determined necessary to continue the earthwork while staff was preparing a representative change order in order to maintain the projects aggressive schedule.

Due to the need for over excavation on this project, additional quantities will also be required for traffic rail and asphalt pavement repair as the excavation quantities and field conditions have created the need to remove additional length of these referenced items. As stated in the background, City Staff will be taking over the installation of sidewalk and handrail in effort to provide some cost savings on the project.

During construction, the quantity of materials and/or labor is verified in the field and the contractor is to be reimbursed on the actual quantity of materials and/or labor used.

Of the thirty-seven (37) items from the original contract and Change Order No. 1, seventeen (17) items had a quantity change. Eleven (11) quantity changes resulted in a cost increase and six (6) quantity changes resulted in a cost decrease. Additionally, one (1) item was added to the scope of the project. The quantity changes on Change Order No. 2 resulted in an increased cost for an overall contract increase of $358,613.17 or 24.89% of the original contract amount. If approved, the present contract will increase from $1,587,193.00 to $1,945,806.17 or 18.4%. Please see the attached Change Order No. 2 for a complete list of item cost increases.

Staff recommends that funding for Change Order No. 2 be appropriated from the FYE 2022 Capital Fund Balance:

Project No.	**Amount**
Capital Fund Balance	$358,613.17
Total:	$358,613.17

RECOMMENDATION 1:

Staff recommends the transfer of funds in the amount of $358,613.17 from the FYE 2022 Capital Fund Balance to Acct No. 50593352-46101 Project TC0281 Imhoff Road Bridge Emergency Repair Project.

RECOMMENDATION 2:

Staff further recommends approval of Change Order No.2, increasing Contract K-2122-59 for the Imhoff Road Bridge Emergency Repair Project with Haskell Lemon Construction Co., by $358,613.17 for a total contract amount of $1,945,806.17.

Reviewed by: Joseph Hill, Streets Program Manager
Scott Sturtz, City Engineer
Shawn O'Leary, Director of Public Works
Clint Mercer, Chief Accountant
Anthony Francisco, Director of Finance
Kathryn Walker, City Attorney
Darrel Pyle, City Manager