City of Richwood

Agenda Memorandum

CONTACT: CLIF CUSTER
SUBJECT: STREET IMPROVEMENT CHANGE ORDER #2

SUMMARY:

Upon beginning construction on the western most portion of Moore St. on the north side of the street it was realized that stormwater culverts roughly 16 feet from the intersection of Moore and Oyster Creek Dr. transition from 24 inch to 18 inch. Roughly 200 feet west of this transition location, the stormwater culvert size transitions again from 18 inch back to 24 inch. Stormwater culverts within these transition locations are also pitched backwards causing stormwater and sediment to build up in the culverts.

During the demolition phase of the Moore St./Oyster Creek Dr. intersection road base depths were deeper than what geotechnical boring data presented. This was because there was no boring data available specifically that addressed the intersection. Due to this Matula was forced to over-excavate to get down to virgin soil and bring in lime treated fill building the subgrade up to an elevation consistent with engineering plans.

BACKGROUND INFORMATION:

After Matula had informed Strand Associates of the stormwater culvert deficiencies I had an inperson meeting with Jared Engelke to discuss options to correct this problem. These Options are:

- 1. Replace stormwater culvert to achieve consistent size and grade all the way to the point of discharge.
- 2. Replace stormwater culverts to achieve consistent size and install a drainage implement so that piping with a backward pitch could fully evacuate stormwater.

The second option was chosen as it had the least financial impact and least amount of question marks regarding how this portion of stormwater drainage infrastructure will function in the future.

The decision to over-excavate the intersection of Moore St. and Oyster Creek Dr. was made to protect the integrity of the street. Without over-excavation a thin layer of base would have existed between virgin soil and lime treated fill. The decision to have fill dirt blended with lime prior to the placement of the fill was the most efficient and cost-effective manner for providing the proper amount of lime treated fill. To mix fill off site would mean bringing fill in from an

outside location as well as lime and mixing it within the confines of the intersection.

ISSUE:

FISCAL IMPACT:

The total value of this change order is \$10,103.80.

Under the Series A General Obligation Bond Budget Line Items; \$2,580.00 will be coded to Streets. \$7,523.80 will be coded to Drainage.

RECOMMENDATION:

I recommend that Council make a motion to approve Matula and Matula Construction Change Order #2 in the amount of \$10,103.80.