



office memorandum

DATE: January 17, 2015
TO: Steve Lewis, City Manager
THROUGH: Kenneth Komiske, Director of Utilities *KK*
FROM: Charlie Thomas, Capital Projects Engineer *CT*
SUBJECT: SE Bishop Interceptor Project, Proposed Change Order #1

BACKGROUND: The SE Bishop Interceptor improvements were recommended by the Wastewater Master Plan (WWMP) as adopted by the Norman Utilities Authority (NUA) in November 2001. The current project consists of approximately 5,500 LF of new 24-inch sewer located south of Highway 9 between Pebblebrook Park and Classen Boulevard.

The WWMP proposed the enlargement of interceptors to meet obligated and future capacity demands. Obligated interceptor needs, serving existing customers and contractual obligations as of August 2001, are funded by the Sewer Sales Tax (SST). Enlargement of interceptors to serve full build out (FBO) needs under the Norman 2025 Land Use and Transportation Plan (2025 Plan) is funded by the Sewer Excise Tax (SET).

On February 11, 2014, the NUA approved Contract No. K-1314-107 in the amount of \$1,690,690 with Krapff-Reynolds Construction Company (Krapff) of Oklahoma City for the project. Construction began last February and is very near completion.

DISCUSSION: As with any project of this scope, field adjustments and modifications are necessary. Proposed Change Order No. 1 (CO#1) consists of two adjustments: 1) Extra paving to accommodate relocation of an unforeseen electric transmission line and 2) replacement of a pedestrian bridge in Pebblebrook Park

In order to relocate the electric line, extra asphalt roadway and concrete curb and gutter needed to be removed and replaced. Staff requested, and Krapff agreed, to provide the extra work at unit bid prices, for a sum of \$11,925, as shown in CO#1, attached.

Next, in consultation with Parks Department staff, modifications were required to replace the pedestrian bridge in Pebblebrook Park at the dead end of Overbrook Road. Staff requested and Krapff provided a very favorable offer of \$16,394 to completely replace the pedestrian bridge and install rip rap for enhancement of the flow channel.

It should be noted that Krapff has excavated a substantial quantity of hard rock at depths up to thirty feet (30'), but has asked for no additional compensation. However, the hard digging has significantly delayed project progress. Therefore Krapff requests, and staff strongly recommends approval of, a time extension of 161 days.


Funding for sewer interceptors is pro-rated based on the pipe diameter for obligated flow versus the pipe diameter for the full build-out (FBO) flow. The funding split for CO#1 is 50% Sewer Sales Tax (SST) and 50% Sewer Excise Tax (SET) based on an obligated pipe diameter of 12 inches and a FBO diameter of 24 inches. Thus, the price increase of \$28,319, a 2.7% contract increase, is pro-rated equally with \$14,160 (rounded) each to the SST and the SET.

The Fiscal Year Ending 2015 (FYE15) budget for the SE Bishop Interceptor (WW0267) includes an unencumbered balance of over \$38,000 for SET Construction (322-9048-432.61-01), and over \$46,000 for SST Construction (323-9048-432.61-01), each of which is sufficient to fund the change order.

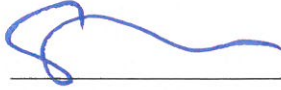
RECOMMENDATION: Staff believes that the proposed change order in the amount of \$28,319, and a 161 day time extension is reasonable and recommends approval.

Reviewed By: Clint Mercer, Chief Accountant 

Reviewed By: Anthony Francisco, Finance Director 

Reviewed By: Kathryn Walker, Assistant City Attorney 

APPROVE:



Date:

3.3.15

DISAPPROVE:

Date:
