



Legislation Text

File #: K-2021-9 CO#1, **Version:** 1

CHANGE ORDER NO. ONE TO CONTRACT K-2021-9: BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND RDNJ, L.L.C., D/B/A A-TECH PAVING, INCREASING THE CONTRACT AMOUNT BY \$78,850.38 FOR A TOTAL CONTRACT AMOUNT OF \$994,262.79 FOR THE INTERSTATE DRIVE RECONSTRUCTION PROJECT LOCATED ON EAST INTERSTATE DRIVE FROM MAIN STREET TO ROBINSON STREET.

BACKGROUND: The City's FYE 2019 Street Maintenance Capital Improvement Program includes a project to mill and repave East Interstate Drive from Main Street to Robinson Street. East Interstate Drive, also known as the "Mile of Cars", has several auto dealerships and other businesses located throughout the corridor.

Site investigations and inspections of East Interstate Drive from Main Street to Robinson Street revealed that the substructure has failed in several locations, and several potholes have developed over time. This is mainly due to the high volume of heavy trucks and drainage issues. Mill and repave of the existing roadway will not correct the problems identified. To effectively address these problems, it was determined that East Interstate Drive should be reconstructed from approximately 1,440 feet north of Main Street as measured along Interstate Drive to Robinson Street.

On December 11, 2018, City Council approved Resolution R-1819-52, re-allocating \$1,104,154 of surplus 2010 Street Maintenance Bond Program Funds to East Interstate Drive - Main Street to Robinson Street (Project BP0415).

On April 9, 2019, City Council approved Amendment No. 1 to Contract K-1314-127 with Freese and Nichols, Inc. in the amount of \$160,000 for the design of the East Interstate Drive Reconstruction Project - Main Street to Robinson Street.

On October 29, 2020, City Council approved Contract K-2021-9 in the amount of \$915,412.41 for the Interstate Drive Reconstruction Project with RDNJ, LLC dba A-Tech Paving of Edmond, Oklahoma.

DISCUSSION: Tonight's agenda item is for City Council's consideration of Change Order No. 1 to extend the project limits south approximately 1,440 feet to Main Street and to improve pavement longevity within the original project limits.

The original Interstate Drive Project addressed the area with the worst pavement condition that needed full reconstruction, which begins approximately 1,440 feet north of Main Street along Interstate Drive and ends where the concrete pavement begins just south of Robinson Street. These project limits were selected based upon completing the worst segments of this roadway first within the \$1.1-million-dollar budget for the project. Since the original project received an excellent bid from RDNJ, LLC dba A-Tech Paving, there is enough remaining budgeted funds to complete the entire segment of Interstate Drive from Main Street to Robinson Street.

Change Order No. 1, as proposed, addresses the current needs of Interstate Drive between Main Street and Robinson Street, within the City's budget for this project. The first part of this change order includes milling and repaving the remaining 1,440-foot southern segment of Interstate Drive that was outside of the original project scope, due to budget concerns. This work will cost an additional \$61,126.60 or a 6.7% increase in the contract amount.

The second part of this proposed Change Order No. 1 addresses improved ride and pavement longevity of the reconstructed segment within the original project limits. Due to limited access to the various businesses along this corridor, the original project was constructed in seven separate segments. As a result, there is an asphalt joint in the asphalt base between each one of the phases, which makes the pavement vulnerable to cracking through the asphalt surface at these joint locations within a few years of construction. Also, it is very difficult to perfectly match the elevation of the base layers between each phase that results in a small bump that reflects through to the surface. As a result, staff is recommending a profile mill that removes up to a ¼" of asphalt base to clean up the variations in thickness before the asphalt surface lift is installed. Then, after the pavement is milled, staff recommends a waterproofing paving fabric be placed over the construction joints before the surface lift is installed. This process prevents moisture from getting into the base layer and causing damage as well as reducing the chance of reflective cracking in the surface at these joints. Staff anticipates improved pavement life and a better ride if these two items are added to the construction project at a minimal cost of \$13,238.78 for the profile mill and \$4,440 for the paving fabric installation. All of this work in Change Order No. 1 will take place on Sundays while the car dealerships are closed, to minimize access issues for the local businesses. As a result, the contractor has requested an additional 10 days to complete all Change Order No. 1 work, which accounts for potential downtime waiting for the next Sunday to finish the work.

The total cost for Change Order No.1 to complete the three above mentioned items is \$78,850.38. Change Order No. 1 would increase the contract amount from \$915,412.41 to \$994,262.79, which is an 8.61% increase. Funds are available in the East Interstate - Main Street to Robinsons Street Reconstruction Project account for this work, Project No. BP0415 (Org 50593385; Object 46101).

If approved, construction of this phase of the Interstate Drive Reconstruction Project will begin in a few weeks when the reconstruction phases are complete, with an estimated project completion of mid-March, 2021, weather permitting.

RECOMMENDATION: Staff recommends that Change Order No.1 increasing Contract K-2021-9 for the Interstate Drive Reconstruction Project with RDNJ, LLC dba A-Tech Paving be approved in the amount of \$78,850.38.