

ITEM # 21  
DATE: 10-24-20

### COUNCIL ACTION FORM

**SUBJECT: 2019/20 ASPHALT STREET PAVEMENT IMPROVEMENTS – (14<sup>TH</sup> ST AND 15<sup>TH</sup> STREET) – CHANGE ORDER No. 2**

**BACKGROUND:**

This is the annual program for reconstruction or rehabilitation of asphalt streets that are typically located within residential neighborhoods. Rehabilitation of existing asphalt streets is possible where the base asphalt layer is solid, but the surface course has failed. Full-depth replacement of these streets is necessary in cases of structural pavement failure. This program was created in accordance with City Council's goal of strengthening our neighborhoods. **This project is 14th St from Duff Ave to Burnett Ave and 15<sup>th</sup> St. from Duff Ave to Clark Ave.**

On May 12<sup>th</sup>, 2020, City Council awarded the contract for this project to Manatts Inc. of Ames, Iowa in the amount of \$774,662.19. This project includes a 2-inch mill and overlay of the existing pavement, spot replacements of curb and gutter, infill of sidewalk, and improvements to storm and sanitary sewers. Change Order No.1 (additional \$11,042.50) was to modify three intake structures and add a manhole to the project. These changes were needed due to the location of the Storm Sewer being incorrectly shown on past as-built records.

During construction the contractor discovered that the existing depth of asphalt at the intersections of 14<sup>th</sup> and Kellogg and 15<sup>th</sup> and Kellogg was only two inches. The rest of the project has a depth of 6-7 inches. **In order to correctly resurface these two locations, a 4-inch asphalt base needs to be paved before the final 2-inch asphalt surface is placed.** The two intersections will need to be excavated and regraded before the base and surface lifts can be installed. There were also multiple locations where the contractor discovered deteriorated asphalt base material. This includes the 15<sup>th</sup> St block from Burnett Ave to Kellogg Ave. These locations must be corrected with a full depth asphalt base before the surface lift is placed. These areas will become a maintenance issue in the near future if the base is not correctly addressed. **The total cost for the intersections and full depth patches is an additional \$122,018.72**

During the design phase for future mill and overlay projects, a full depth patching bid item to fix these potential but unknown locations can be included to help reduce future change orders.

Revenue and expenses associated with this program are estimated as follows:

	<b>Available Revenue</b>	<b>Estimated Expenses</b>
G.O. Bonds	\$1,000,000	
2019/20 Storm Water Improvements	\$ 43,000	
Construction		\$ 774,662.19
Engineering/Administration (Est.)		\$ 135,000.00
Change Orders 1 & 2		\$ 133,061.22
<b>TOTAL</b>	<b>\$1,043,000.00</b>	<b>\$1,042,723.41</b>

**ALTERNATIVES:**

1. Approve Change Order No. 2 in the amount not to exceed \$133,061.22
2. Direct staff to pursue changes to the project.

**MANAGER'S RECOMMENDED ACTION:**

These full depth patches are needed to increase structural stability of the base of the roadway and therefore reduce the deterioration of the surface. This will greatly reduce maintenance cost in the future for these locations. **Even with the addition of this change order, the program expenses still are estimated to be below the Capital Improvement Plan funding amount.**

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.