

Resolution No. 12-R-11

**A RESOLUTION AUTHORIZING THE APPROVAL OF
CHANGE ORDER #1 (FINAL QUANTITIES) FOR
NEW WILKE ROAD RECONSTRUCTION PROJECT**

NOW, THEREFORE, BE IT RESOLVED by the Mayor and the City Council of the City of Rolling Meadows, Illinois that Change Order #1, for final quantities adjustments, as approved by the project engineer, for the reconstruction of New Wilke Road be approved in an amount of \$55,904.33, and per documentation on final quantities as "Attachment #1". The total adjusted final contract value is \$1,192,915.04.

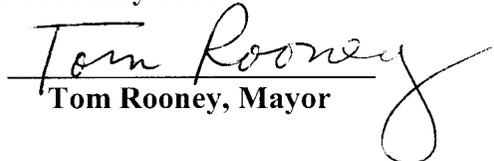
Funding for the project is to be provided from Local Roads Fund in Fiscal Year 2011 Budget, Account #61.07.4300.60020

YEAS: Allen, Judd, Banger, D'Astice, Larsen

NAYS: 0

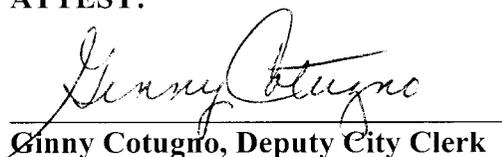
ABSENT: Cannon, Buske

Passed and approved this 14th day of February 2012.



Tom Rooney, Mayor

ATTEST:



Ginny Cotugno, Deputy City Clerk



CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX(847) 823-0520

February 7, 2012

City of Rolling Meadows
Public Works Department
3900 Berdnick Street
Rolling Meadows, IL 60008

Attention: Mr. Fred Vogt

Subject: Explanation of contract items exceeding \$ 5,000 net change
New Wilke Road Reconstruction
City of Rolling Meadows
MFT Sec. No. 00-00078-01-CH
(CBBEL Job No. 98-0361.BR0124)

Dear Fred:

Please find below, a brief explanation for any contract item representing an increase or a decrease of \$ 5,000.00 or more to the original awarded contract.

TOPSOIL FURNISH AND PLACE, 4":

The estimated quantity for this item was based on a typical 2' offset from the back of existing curb and gutter. Several locations required additional grading due to curb alignment changes and parkway grading for proposed roadway widening. Additionally, this project provided landscape restoration for the Algonquin/New Wilke Street Lighting Improvement project. These additional areas of restoration resulted in an additional quantity of **TOPSOIL FURNISH AND PLACE, 4"** totaling \$ 5,617.88.

HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50:

This quantity was reduced as a result of a decision made in the field by the Resident Engineer at the direction of the City of Rolling Meadows Public Works Department. The plans called for asphalt driveways at locations that previously had asphalt driveway entrances. Upon comparing unit prices between HMA and PCC driveway pavements the cost difference was approximately \$2 per SY. Given the superior durability and extended service life of PCC driveway pavement when compared to HMA driveway pavement, the decision was made to utilize PCC driveway pavement. This resulted in a reduction in quantity of **HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50** totaling (- \$ 14,309.60).

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH:

This quantity was increased as a result of a decision made in the field by the Resident Engineer at the direction of the City of Rolling Meadows Public Works Department. The plans called for asphalt driveways at locations that previously had asphalt driveway entrances. Upon comparing unit prices between HMA and PCC driveway pavements the cost difference was approximately \$2 per SY. Given the superior durability and extended service life of PCC driveway pavement when compared to HMA driveway pavement, the decision was made to utilize PCC driveway pavement. This resulted in an additional quantity of **PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH** totaling \$ 22,175.20.

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH:

This quantity was increased by the City to replace sidewalk in poor condition. Additionally, upon surveying existing sidewalk during construction, areas of sub-standard cross slopes and grades necessary for ADA compliant curb ramps were found to be in need of replacement. This resulted in an additional quantity of **PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH** totaling \$ 5,525.63.

DETECTABLE WARNINGS:

ADA compliant tactile warning tiles were placed in sidewalks at locations of depressed curb for pedestrian routes crossing side roads and commercial driveway entrances as shown on the plans. Because additional areas of sidewalk were replaced, additional detectable warning tiles were also replaced. This resulted in an additional quantity of **DETECTABLE WARNINGS** totaling \$ 9,100.00.

CLASS D PATCHES, TYPE II, 10 INCH:

This item was not used on the project in favor of Class D Patches, Type III, 10 Inch which has a lower unit price per square yard. There was no need for patches of this type due to the proposed HMA area at the limits of the New Wilke Road Reconstruction limits. This resulted in a reduction in quantity of **CLASS D PATCHES, TYPE II, 10 INCH** totaling (- \$ 8,340.00).

TRENCH BACKFILL, SPECIAL:

The additional quantity for this item occurred due to the separate trenches for the existing and proposed storm sewers as well as the volume of the trench between the existing and proposed storm sewers. The proposed storm sewer laterals were not placed in the same alignment as the removed storm sewer system because the design intent was to eliminate the "blind connections" in the system. The original laterals were installed at a skewed angle, which was not known at the time of design. This resulted in an additional quantity of **TRENCH BACKFILL, SPECIAL** totaling \$ 16,010.50.

TRAFFIC CONTROL & PROTECTION:

The following items were added through agreed unit prices (AUP):

TEMPORARY MARKING TAPE TY III - LETTERS & SYMBOLS
TEMPORARY MARKING TAPE TY III - 4"
TEMPORARY MARKING TAPE TY III - 6"
TEMPORARY MARKING TAPE TY III - 24"

These items were added at the direction of the Rolling Meadows Public Works Department in order to avoid the need for paint pavement marking removal on the surface of New Wilke Road during staged opening to traffic. These items were reviewed by the Engineer and determined to be of comparable unit prices to that of the originally awarded contract pay items.

DELINEATOR TUBES, ADDITIONAL BARRELS

The maintenance of traffic plans called for a lane shift to occur through the intersection of Algonquin and New Wilke in order to allow for staged construction of the New Wilke Reconstruction project. In order to further clarify the temporary traffic control, delineator tubes were requested by the City of Rolling Meadows Public Works Department. The delineator tubes were placed between opposing directions of traffic and spaced in 10 foot intervals in order to reinforce proper lane usage during construction.

The additional traffic control items added through agreed unit pricing resulted in an additional cost totaling \$ 9,389.79.

UTILITY RELATIONS:

The following items were added on Force Account basis (Time and Materials):

STA. 506+23 RT: ADD INLET W/FRAME & GRATE (COMED CONFLICT)
STA. 512+34 RT: CATCH BASIN MODIFICATIONS (COMED CONFLICT)
STA. 516+87 RT: EXPLORATORY EXCAVATION (COMED CONFLICT)
STA. 518+31 RT: ADD 10" PVC STORM SEWER (COMED CONFLICT)
STA. 504+72 LT: ADDITIONAL INLET, OFFSET CB (WOW! CONFLICT)
STA. 504+77 RT: ADD INLET W/FRAME & GRATE (COMED CONFLICT)
STA. 506+25 LT: ADDITIONAL INLET, OFFSET CB (WOW! CONFLICT)
STA. 515+00 - 517+00 RT: LOWER GAS SERVICES (NICOR CONFLICT)

Several utility conflicts were encountered during installation of the proposed storm sewer improvements. Rolling Meadows Public Works Department approved the changes made in the field and the Engineer reviewed and approved the Force Account documentation. The City will be forwarding this additional cost onto the utility companies. CBBEL has provided the City with a draft reimbursement request to include exhibits, as-builts, and force account invoicing to aide in

recovering these utility conflict costs. The Force Account work efforts resulted in additional costs totaling \$ 11,892.23.

In summation, the final project cost of **\$ 1,192,915.04** compared to the awarded contract amount of **\$ 1,137,010.71** was higher by **\$ 55,904.33 (4.92%)**. This additional amount will be funded 100% by State funds. No Rolling Meadows' funds will be utilized. Also, the final project cost compared to the engineer's estimate of **\$ 1,543,734.60** was lower by **\$ 350,819.56 (22.73%)**.

Please contact CBBEL with any other questions or assistance you may require for processing closeout of the New Wilke Road Reconstruction Project.

Regards,

A handwritten signature in black ink, appearing to read "Ryan Lindeman", with a long horizontal line extending to the right.

Ryan Lindeman, PE
Civil Engineer
Christopher B. Burke Engineering, Ltd.