



Memorandum

DATE: July 1, 2015

TO: Board of Public Works

FROM: Mark Radtke, Director of Public Works *MR*

RE: Change Order No. 2 Gilbert Trail Contracts 2014-03 and 2014-04

Attached are both Change Orders No. 2 for Gilbert Trail contracts 2014-03 and 2014-04. The change orders represent revisions to both contracts mainly resulting from the discovery of deteriorated piling components on the existing train trestle near the east end of the project site. Because of those substandard pilings, an alternate trail route needed to be evaluated and selected in order to deliver an affordable project.

Project Description

The project involves the construction of a 10 foot wide concrete trail commencing from the north/west side of Ahnaip Street, around the existing small pond, continuing to the river front, and turning east along the river's edge to an existing train trestle. The trail then continues across the trestle and on to the eastern terminus at the property limits. A small shelter building, trail lighting, benches, rock outcrops and a fishing area are among other improvements included in this project.

Because of the different construction types, the project was split into two contracts, one for the concrete trail sections and one for the trestle construction. The low bidder for both contracts was Janke General Contractors. In order to keep the project cost within budget, a change order was issued for both contracts immediately after the bid awards. The change orders in total represented a deduct of \$40,155.00 (see attached).

Change Orders No. 2 Description

The trestle portion of the project originally involved the replacement/reinforcement of four of the trestle's pile caps identified by the consultant as being unacceptable as part of the supporting structure. While proceeding with the replacement of the pile caps, the contractor became concerned with the condition of some of the underlying piles based on a visual inspection and their previous experience with these types of structures.

In a follow up with our consultant, it was determined visual evidence of the trestle's pile bents indicated further testing should be done to determine the adequacy of the trestle's entire exposed substructure. In the meantime, the contractor was directed to suspend work on the trestle portion of the project because the cost to rebuild pile bents and caps would be prohibitive and could result in a radical change to the scope of the project.

At their own cost, our design consultant hired an outside firm specializing in trestle engineering to do the field investigation and testing of the trestle's substructure components. That firm utilized both visual and penetrating investigation techniques to determine the condition of the pile bent components. The findings of that work were summarized in a bridge inspection report submitted to our consultant.

The report indicates 11 of the 20 pile bents would require some level of repair and an additional 6 would require complete frame out meaning only 3 of the existing pile bents would not require any work. To continue a design to carry the trail over the existing trestle would be extremely cost prohibitive given the extra cost to upgrade the deficient pile bents. With this knowledge in hand, the City and its consultant investigated other options to route the trail past the trestle area to its terminus at the east end of the project site.

Because the three acceptable existing pile bents are located adjacent to each other on the western half of the trestle, we decided to evaluate the possibility of utilizing the western portion of the trestle, carrying the trail over the Gilbert waterway outlet, to a point where we would transition the trail off the trestle to a point on land. From this location the trail would proceed on land until it connects to the original designed trail location at the east end of the trestle. This option results in a decreased project cost while utilizing the maximum available structurally acceptable portion of the trestle.

Attached are the proposed change orders for each of the contracts. Change Order No. 2 for Unit No. 2014-03, Gilbert Riverfront Trail, is a deduct of \$9,205.73. Essentially, this change order includes the additional cost for the east and west approaches to the trestle area, some mobilization and contractor re-engineering charges, additional heavy rip rap required at the river's edge below the off trestle portion of the trail, and some additional excavation and stone base. The change order also reflects reduced costs for the originally designed abutments, sheet piling, and limestone outcrop stone, among other items.

Change Order No. 2 for Unit No. 2014-04, Gilbert Trestle Improvements, is a deduct of \$41,383. This change order has additional costs for the demolition of the unused portion of the trestle, additional pile cap, and the cost of contractor purchased, but unused, rail posts. The major deducts include the modifications to the trestle sub-decking, reduced composite decking and reduce cable railing.

Attached is a drawing depicting the recommended new route of the trail relative to the proposed original route of the trail in the vicinity of the trestle. The angle of departure from the trestle with the new design was maintained at the same angle as the original to allow for a smooth transition on/off the trestle. There will be a need for the placement of

heavy rip rap along the river's edge adjacent to the base of the trail fill area east of the retained trestle section. The relocation of the trail to the south of the trestle can be accomplished within City owned property. The easternmost portion of the trail is not affected by the proposed relocation of the trail and its construction will still require additional land rights from the adjacent property owner. The property owner has indicated a willingness to cooperate with our needs in that area. The Department of Natural Resources was notified of the proposed changes and has approved them if we decide to pursue that option.

Recommendation

Based on the structurally deficient condition of portions of the trestle and its corresponding prohibitive repair costs and the cost efficient option to relocate a portion of the trail off trestle, I recommend the approval of Change Order No. 2 for Contract Unit 2014-03 as a deduct of \$9,205.75 and Change Order No. 2 for Contract Unit No. 2014-04 as a deduct of \$41,383.00.

Attachment

CHANGE ORDER

DATE: 7/2/2015

CHANGE ORDER NO: Two

CONTRACTOR: Janke General Contractors
CONTRACT NO: Unit No. 2014-04
PROJECT: Gilbert Trestle Improvements

You are directed to make the changes noted below in the subject contract unit number.
I. (See Attached)

The changes result in the following adjustments:

	CONTRACT-TOTAL	TIME
Prior to this Change Order	<u>\$290,525.00</u>	<u> </u> Days
Adjustments per this Change Order	<u>(\$41,383.00)</u>	<u> </u> Days
Current Contract Status	<u>\$249,142.00</u>	<u> </u> Days

Directed/Authorized
City of Menasha Dept. of Public Works

By: _____

Date: _____

Accepted

By: _____

Date: _____

Gilbert Trestle Improvements

ADD	Change Order #1 (See Attached CO1)	+\$5,000 (LS)
ADD	Demo & Disposal of existing structure	+\$26,000 (LS)
ADD	City to own unused rail posts	+\$4,000 (LS)
ADD	Pile Cap	+\$12,000 (LS)
DEDUCT	Modifications to Trestle sub decking	-\$17,000 (LS)
DEDUCT	Remove Overlook	-\$3,900 (LS)
DEDUCT	Composite Decking (1,790ft ² @ \$14.70)	-\$26,313
DEDUCT	Cable Railing (358' @ \$115/ft)	-\$41,170
	TOTAL =	-\$41,383

Change Order

DATE: December 11, 2014

CHANGE ORDER NO: ONE (1)

CONTRACTOR: **Janke General Contractors**
CONTRACT NO: **Unit No. 2014-04**
PROJECT: **Gilbert Trestle Improvements**

You are directed to make the changes noted below in the subject contract unit number.

Deducted from Trestle Bid

1. Modifications to sub-decking, reducing material/labor and providing a minimum 10' clear width
2. Remove overlook

Total Deduct = \$5,000.00

The changes result in the following adjustments:

	CONTRACT-TOTAL	TIME
Prior to this Change Order	<u>\$295,525.00</u>	_____ Days
Adjustments per this Change Order	<u>(\$5,000.00)</u>	_____ Days
Current Contract Status	<u>\$290,525.00</u>	_____ Days

Directed/Authorized
City of Menasha Dept. of Public Works

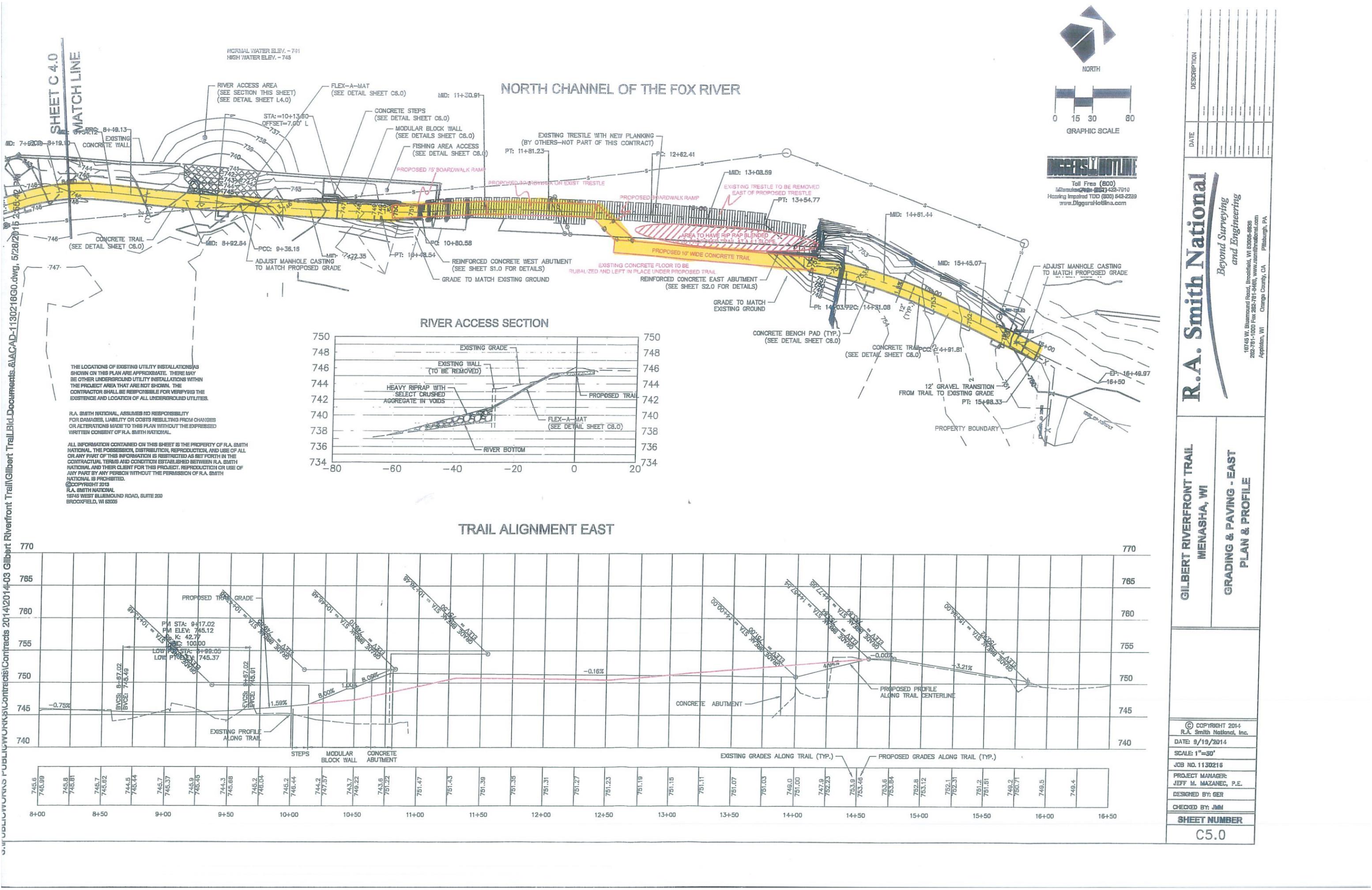
By: _____

Date: _____

Accepted

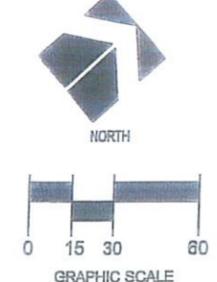
By: _____

Date: _____



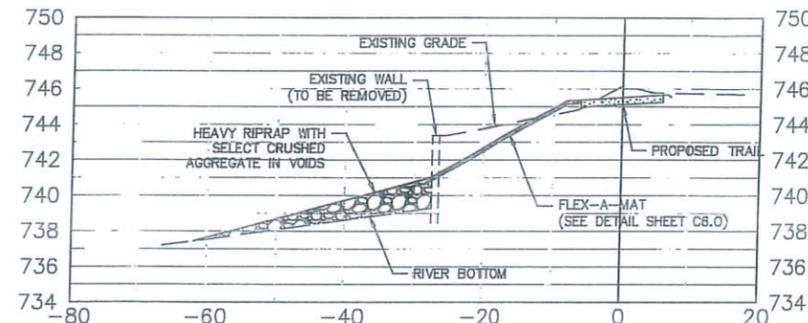
NORMAL WATER ELEV. - 741
HIGH WATER ELEV. - 745

NORTH CHANNEL OF THE FOX RIVER

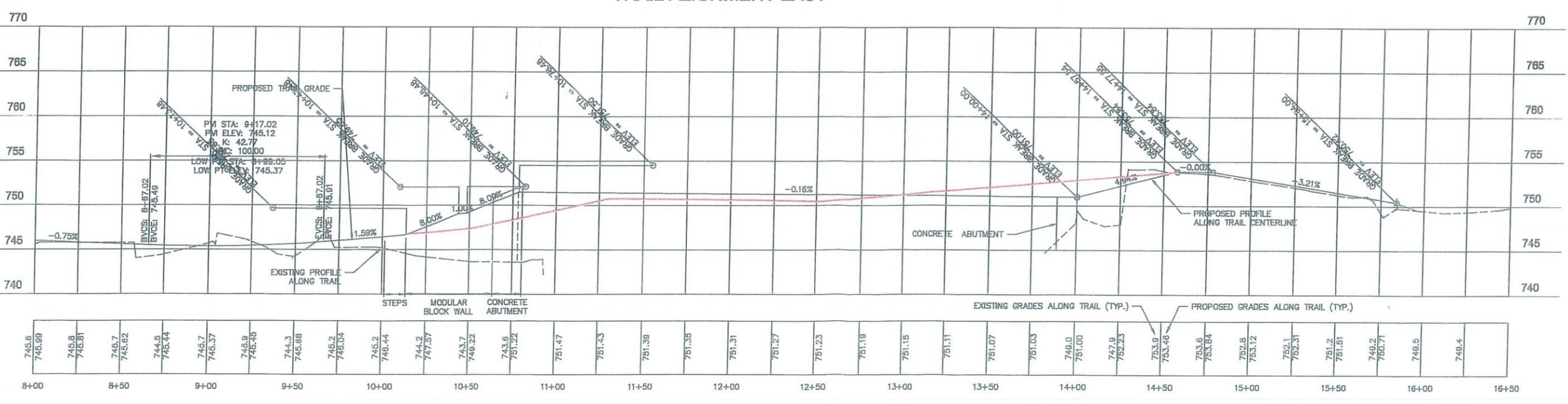


DIGGERS OUTLINE
Toll Free (800) 448-2448
12000 Highway 142-7510
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RIVER ACCESS SECTION



TRAIL ALIGNMENT EAST



THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THIS PLAN ARE APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES.

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DESCRIPTION	
DATE	
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<h3>GILBERT RIVERFRONT TRAIL MENASHA, WI</h3> <h3>GRADING & PAVING - EAST PLAN & PROFILE</h3>	
<p>© COPYRIGHT 2014 R.A. Smith National, Inc. DATE: 9/19/2014 SCALE: 1"=30' JOB NO. 1130216 PROJECT MANAGER: JEFF M. MAZANEK, P.E. DESIGNED BY: GER CHECKED BY: JMM</p>	
<h2>SHEET NUMBER</h2> <h1>C5.0</h1>	