

AGENDA REPORT

DATE September 16, 2003

ITEM: CHANGE ORDER NO. 2 AND FINAL PAYMENT: 18TH AVENUE NORTH / 52ND STREET NORTH IMPROVEMENTS, O. F. 1299

INITIATED BY: PUBLIC WORKS DEPARTMENT / ENGINEERING DIVISION

ACTION REQUESTED: APPROVE FINAL PAYMENT

PRESENTED BY: JIM REARDEN, PUBLIC WORKS DIRECTOR

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RECOMMENDATION: Staff recommends approval of Change Order No. 2 and Final Payment to Shumaker Trucking & Excavating (Shumaker) for the 18th Avenue North / 52nd Street North Improvements, O.F. 1299.

MOTION: “I move the City Commission approve Change Order No. 2 for \$9,183.00 and final payments of \$245,558.48 to Shumaker Trucking & Excavating and \$2,455.58 to the State Miscellaneous Tax Division for the 18th Avenue North / 52nd Street North Improvements, O.F. 1299, and authorize the City Manager to execute the agreements.”

SYNOPSIS: Shumaker has completed all contracted work. City Engineering staff recommends acceptance of the project, and execution of the Change Order and Final Payment. Shumaker advertised in the Great Falls Tribune certifying that all contracted labor and materials have been paid to date.

BACKGROUND: This project reconstructed and widened 52nd Street North from the Northeast Bypass to 18th Avenue North, and 18th Avenue North from 52nd Street to the Source Giant Springs water bottling plant. Also, 18th Avenue North from the bottling plant to 67th Street North was changed from a wheat field into a City street. Other improvements included paved driveway and street approaches, proper storm drainage, reconstruction of one railroad crossing, the elimination of two railroad crossings, and the construction of 1200 feet of new track on a more efficient alignment.

The project was driven by Malmstrom Air Force Base’s need to install a new main gate and secure the new base housing area by closing 10th Avenue North just east of 57th Street. This meant that looped access to the Rainbow overlook scenic route would no longer be available to the public. The County and City declined to vacate sections of 10th Avenue North and 67th Street North until funding for an alternate route was provided by the Air Force. After the funding was allocated, the project and vacations moved forward.

The Air Force originally worked with the Federal Highway Administration (FHWA) to construct the new streets in an agreement through the Military Traffic Management Command. When

FHWA found itself unable to handle the work load imposed by the project, a request was made for the City of Great Falls to assume management the project. The intergovernmental agreement was approved by the City Commission on February 6, 2001. Under the agreement, the City, through the Engineering Division, would handle all elements of the project and would be reimbursed by FHWA for all costs.

The construction contract with Shumaker was awarded on October 16, 2001. Due to winter weather, construction started in the spring of 2002. Almost all other work was completed by July of 2002. However, the railroad work was not performed until November and December of 2002. Thus, the roads were completely opened to the public in early December of 2002. This timing coincided with the grand opening of Malmstrom's new 10th Avenue North gate. Final leveling of the 52nd Street North railroad crossing was completed in July of 2003 and the connecting pavement was installed in early August, completing the project.

The project has been a "win" for all parties involved. The Air Force achieved the goal of having 10th Avenue North and part of 67th Street North vacated, thereby securing the base and providing for a new main gate. The City received 1.4 miles of new roadway at almost no cost, while retaining looped access to the Rainbow overlook area and bringing infrastructure to land that has good development potential. The railroad traded old track and an inefficient backswitch movement for new track, no backswitching, one new crossing, and elimination of two at-grade street crossings. Northwestern Energy was paid to install new power poles. Both the County and the City removed dilapidated roads from their systems that had become major maintenance liabilities. The City gained valuable experience in dealing with FHWA. The public now has improved road and bikeway access to the Rainbow overlook and adjoining areas.

The original contract with Shumaker was awarded for \$682,278.24. On May 21, 2002, a change order was approved for \$29,000 to pay for additional work needed to stabilize the roadway in a very soft area of 52nd Street. This change order of \$9,183.00 covers the costs of additional driveway approaches and earthwork, bringing the total contract value to \$720,461.24. When railroad, utility, land acquisition, engineering and miscellaneous expenses are included, the overall project is estimated to cost \$1,072,000. The exact cost will be known when a final billing is received from the railroad. In 1999, the City estimated the total project cost to be \$1,239,400, while the FHWA estimated the cost at between \$2,100,000 and \$2,250,000.

The two-year warranty period began on June 28, 2002 when the project was substantially complete. At that time, all of the asphalt pavement was complete except for short segments adjacent to the railroad crossings.

Thomas, Dean & Hoskins designed the project. City Engineering staff administered the FHWA contract and the overall project, handled negotiations with BNSF, Conoco-Phillips, Qwest, and Northwestern Energy, and inspected the project.

Attachments: Change Order No. 2

Change Order No. 2 (page 2)

Date: September 16, 2003

Agreement Date: October 16, 2001

Project: 18th Avenue North / 52nd Street North Roadway Improvements, O. F. 1299

Approvals Required:

Approved by: _____
John W. Lawton, City Manager

Attest: _____
Melodi Wald, Deputy City Clerk

(Seal of the City)

Approved for legal content: _____
David V. Gliko, City Attorney