

DATE: April 7, 2009

TO: Mayor Bryan Barnett

RE: Concrete Slab Replacement

CONCRETE SLAB REPLACEMENT PROGRAM – CITY FILE # E06-014

I am writing to explain the conditions that resulted in increased cost for the concrete slab replacement program. I would also like to offer procedures to avoid a reoccurrence because I believe that the situation is likely to occur again due to the advanced age of many City Streets.

The contract for concrete slab replacement program was approved by City Council prior to the determination that additional emergency work was warranted on Whitney Street. The Department of Public Services was alerted by the Fire Department of a situation where large sections of Whitney Street on both sides of the road were undermined with caverns as much as three feet deep.

As a result, the concrete replacement program placed Whitney Street on the top of the list of roads needing concrete work and the locations of the CC approved work were completed afterwards. It was initially thought that the 10 percent contingency in the contract amount was enough to cover the additional work on Whitney while still completing the locations approved in the original contract. Unfortunately, after the final quantities (verified by material tickets for aggregate base materials) were determined, it became clear that the contingency amounts were insufficient to cover the added on work (\$184,266.62 a 1200 ft section of Whitney Street). The original contract amount approved by City Council was for \$ 1,170,415.78 and included a 10% contingency. The additional work added another \$54,012.16 or 4.61% beyond the approved amount.

RECOMMENDATION

1. If emergency work is needed, eliminate other areas of work or seek approval to expand the scope of work rather than using contingencies for additional unapproved work.
2. Decrease the lag time between when work begins and when work is completed at intersections. This could occur by modifying the Fire Department requirement that one lane be kept open at all times, even at subdivisions that have multiple connections to major roads. Intersections are particularly time consuming because of this requirement.
3. Provide more timely updates to Council members when emergency work mandates that the scope of a project be modified.

IN CONCLUSION

An unexpected road failure resulted in a shift of resources that was thought could be fully covered by contingencies when in fact the approved amount was insufficient. Because this situation is probable to occur again, improved procedures and communication is needed to minimize the likelihood of another incident.