



DEPARTMENT OF PUBLIC UTILITIES

CAPITAL IMPROVEMENT PROGRAM

LARGE CONSTRUCTION CONTRACTS

CHANGE STATUS REPORT

December 1, 2019
(Data through November 30, 2019)

Includes data for the following contracted projects:

Regional Transmission Mains B/C	WC00065-RTMFD (Segments B&C)	Vido Artukovich & Son, Inc.
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Closed projects (data included in prior reports):

Water Storage Tank T-4	WC00061-TNK04	Mountain Cascade Construction Co.
Friant-Kern Canal Pipeline	WC00038-FKCP	Mountain Cascade Construction Co.
Kings River Pipeline	WC00057-KRP	Garney Construction Co.
Southeast Surface Water Ttmt Facility	WC00057-SEWTF	W.M. Lyles Company
Regional Transmission Mains A1	WC00065-RTMFD (Segment A1)	Mountain Cascade Construction Co.
Regional Transmission Mains A2	WC00065-RTMFD (Segment A2)	Floyd Johnston Construction Co.
Recycled Water Transmission Main SW1A	TC00095-SW1A	Floyd Johnston Construction Co.
Recycled Water Transmission Main SW1B	TC00096-SW1B	Garney Construction Co.
Recycled Water Transmission Main SW1C	TC00096-SW1C	Garney Construction Co.
Recycled Water Transmission Main SW1C2	TC00096-SW1C2	Bill Nelson GEC, Inc.

The Enterprise Accountability and Oversight Act (adopted by City Council on February 26, 2015) and the Construction Management Act (adopted by City Council on May 21, 2015) provide for an Oversight Board to review and evaluate General Fund or Enterprise Capital Projects in excess of \$20 million.

This report summarized construction contract changes for all active Department of Public Utilities (DPU) Capital Improvement Projects valued at \$20 million or greater, and select other significant projects.

Construction Contract Change Item Descriptions (CID)

Project Name: **Phase 2 Regional Transmission Main - Segment B&C**
 Project Number: **WC00065**
 Data Date: **11/30/19**

	Actual	Exclude Supp Bud	Duration (Days)
Original Contract Value:	\$11,490,484	\$11,190,484	500
Approved Contract Change Orders:	\$60,333	\$60,333	215
		0.54%	
Current Contract Value:	\$11,550,817	\$11,250,817	715



APPROVED AND PENDING CHANGES								
Change Item #	Change Item Title	Change Item Description	Approved Contract Change Orders (COs)	Approved Additional Time (Days)	Approved Changes Against Current Supplemental Task Budget	Pending Changes	Potential Changes	Potential or Pending Additional Time (Days)
Total			\$60,333	215	\$0	\$0	\$0	0
Change Order Requests								
None								
Requests for Proposal								
None								
Work Change Directives								
None								
Change Orders								
CCO 001	Contract Change Order No. 1	RFP 003- During preconstruction subsurface utility investigation, the Contractor found additional sewers not shown on the Contract Plans. Video inspection was determined to be necessary in order to establish whether conflict existed between the sewers and the RTM. Approximately 1,300ft of the sewer line was inspected.	\$9,135					
		WCD 006- Per the approved traffic control plan, installation of the RTM pipeline on Chestnut Ave required the southbound lanes of Chestnut Ave. to be closed to through traffic between Clinton Ave. and Cambridge Ave. (approximately 750ft). The residences at 2221, 2241, and 2291 Chestnut Ave did not have access to their driveways during this closure. Reserved parking was provided for the impacted residents on Chestnut Ave, between Cambridge Ave. and Weldon Ave. Onsite security for the reserved parking was provided between the hours of 6pm and 6am for the six-day duration of the closure. The onsite security was required by City Traffic Engineering during traffic control plan review for closure of the roadway, it was not required by the Contract Plans or Specifications.	\$2,699					
		WCD 002- Prior to construction, the Contractor potholed to locate possible conflicts with existing utilities and the RTM pipeline. Existing sewer laterals were found to be in conflict with the alignment of the RTM pipeline on Chestnut Ave., between McKinley Ave and Clinton Ave. In order to avoid these conflicts, profile revisions were issued for sheets 17 and 19 of the Contract Plans, requiring the Contractor to install the RTM pipeline 8" deeper for approximately 750ft. The realignment required the Contractor to perform additional excavation and backfill work.	\$12,601					
		COR 004- In their letter dated March 27th, 2018 (transmittal 003), the Contractor claims that 62 calender days were lost due to events that were beyond their control. These delays consist of SharePoint training (12 days), inclement weather (10 days), and CalTrans permit delays (40 days).		56				
		In their letter dated March 27th, 2018 (transmittal 025), the Contractor claims they lost fifty-six (56) calender days due to an inability to obtain materials, particularly steel coil, because of government regulations regarding steel imports. The Contractor stated that this delay was beyond their control.						
		As part of their time extension request, the Contractor provided a time impact analysis detailing how the delay caused by an inability to obtain materials affected the project's completion date. The Contruction Manager has reviewed the Contractor's time impact analysis and acknowledges that the delay of steel coil delivery affected the project's critical path.						

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APPROVED AND PENDING CHANGES								
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CCO 002	Contract Change Order No. 2	COR 02.1 – The traffic control plans included in the bid plans allowed for the installation of the RTM on Chestnut from Weldon Ave. to Clinton Ave. under a single phase of traffic control. In an effort to minimize the RTM construction's footprint and avoid restricting residential access on Chestnut Ave., City Traffic required that the traffic control be broken into two separate phases. Phase one was from Weldon Ave. to Cambridge Ave. and phase two was from Cambridge Ave. to Clinton Ave. The Contractor was not allowed to implement phase two of the traffic control until the first phase traffic control was removed and paving was completed within the work zone. Because of this contingency, the Contractor had to suspend their pipe laying operation on Chestnut Ave. while pavement restoration was being performed. Costs for this additional phase of traffic control include: Extra labor, additional traffic control, and equipment standby time.	\$11,607	3				
		COR 02.2 – The traffic control plans included in the bid plans allowed for the installation of the RTM on Chestnut from Olive Ave. to McKinley Ave. under a single phase of traffic control. In an effort to minimize the RTM construction's footprint and avoid restricting access to businesses on Chestnut Ave., City Traffic required that the traffic control be broken into four separate phases between Olive Ave. and McKinley Ave. COR 02.2 includes phases one and two of the required four phases. Phase one was from Olive Ave. to Floradora Ave. and phase two was from Floradora Ave. to Leisure Ave. The Contractor was not allowed to implement phase two of the traffic control until the first phase traffic control was removed and paving was completed within the work zone. Because of this contingency, the Contractor had to suspend their pipe laying operation on Chestnut Ave. while pavement restoration was being performed. Phase one of the traffic control is included in the Contractor's bid. Costs for implementing phase two of traffic control include: Extra labor, additional traffic control, and equipment standby time.	\$11,276	3				
		COR 02.3 – In an effort to minimize the RTM construction's footprint and avoid restricting access to businesses on Chestnut Ave., City Traffic required that the traffic control be broken into four separate phases between Olive Ave. and McKinley Ave. COR 02.3 includes phases three and four of the required four phases. Phase three was from Leisure Ave. to Sta. 722+00 and phase four was from Sta. 722+00 to McKinley Ave. The Contractor was not allowed to implement phase four of the traffic control until the third phase traffic control was removed and paving was completed within the work zone. Because of this contingency, the Contractor had to suspend their pipe laying operation on Chestnut Ave. while pavement restoration was being performed. Costs for phases three and four of traffic control include: Extra labor, additional traffic control, and equipment standby time.	\$14,369	3				
		COR 008 - Installation of the RTM on Kings Canyon Rd. from Temperance Ave. to Apricot Ave., was within the County of Fresno. During traffic control plan review, the County restricted the working hours from 9:00am and 4:00pm. Contract Specifications state that normal work hours are eight (8) hours per day (Spec. Section 01_32_16_H.14). Therefore, the Contractor lost 1.5 hours of work each day while working on Kings Canyon. Costs for this change in working hours include: Additional labor, rental of traffic control devices, and equipment rental.	\$39,365	3				
		COR 010 - Installation of the RTM on Kings Canyon Rd. from Temperance Ave. to Apricot Ave., was within the County of Fresno. County Traffic required that the Contractor place steel plates over unpaved trench between Clinton Ave. to Shields Ave. instead of erecting temporary fencing (as allowed by the Contract). Additional work was performed by the Contractor placing steel plates at the end of each work day and removal of the steel plates at the beginning of each work day. Costs for this change include: Additional labor and steel plate rentals.	\$11,879	2				

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		WCD 007 - While excavating for the RTM on Kings Canyon Road, an existing concrete base pavement was discovered below the top layer of asphalt. The concrete pavement could not have reasonably been foreseen or predicted by the Contractor, as no evidence of the concrete was present in the bidding documents nor geotechnical reports.. The Contractor performed additional work saw cutting and removing the existing concrete pavement. Costs also include additional traffic control and labor.	\$37,537	4				
		WCD 014 - During excavation for the RTM at the Chestnut and Dakota intersection, the Contractor uncovered a 6" electrical duct at Sta. 854+60. The 6" electrical duct was 3.5 FT lower than what was shown on the plans, resulting in a conflict between the electrical duct and the RTM. To avoid the conflict, the Contractor lowered pipe Mk. 277 approximately 18". This change in elevation created a high point in the RTM at joint MK. 276/277. In order to prevent air from becoming trapped at this high point, the Contractor performed additional work installing a 4" CAV near the spigot of pipe Mk. 276. Costs associated with the installation of the additional CAV include additional: Excavation and backfill, traffic control, labor, and materials. *This change reflects monetary compensation for the additional work performed by the Contractor. Time extension days for this change will be determined at a later date.	\$36,375	0				
		WCD 016 - Bid plans showed that City forces were to perform the terminal 10 LF connection of the 24" RTM to the 30" City water main at the pump station at Winery and Chestnut (Sta. 880+48 to 880+58) by hot-tap methods. However, the City was unable to self-perform the work as shown in the bid plans and asked the Contractor to perform the connection. Since the 30" City water main can be shut-down, the Contractor was able to cut-in using full body ductile iron fittings. Work performing excavation, shoring, backfill and restoration of the trench is included in the Original Bid Price. *This change reflects monetary compensation for the additional work performed by the Contractor. Time extension days for this change will be determined at a later date.	\$27,911	0				
CCO 002	Contract Change Order No. 3	COR 002 - Additional Traffic Control Plan Preparation. Traffic control plans provided in the bid plans did not fully address specific residential and business property access and transportation impacts. Preparation of additional traffic control plans were required in order to obtain City and County reviewing agency approvals.	\$3,898					
		COR 012 - Additional Paving on Temperance. Pavement on Temperance Avenue adjacent to the RTM construction were damaged as a result of construction and were required to be replaced. It was observed that pre-existing pavement had both prior damage and no aggregate base (geotechnical report indicates the presence of aggregate base). Payment for additional pavement is made by increasing bid quantities and by using bid unit pricing (Bid Item 033 "Trench Resurfacing"), and this COR represents the associated additional time of paving.	\$135,072	7				
		COR 013 - Contractor encountered unknown storm drain while excavating at the Kings Canyon and Temperance intersection. The Contractor installed the RTM below the storm drain. In order to backfill, additional slurry was needed.	\$1,134					
		COR 014 - Delay in performing connection of RTM Segment C to RTM Segment A1. Contractor was onsite and prepared to connect its pipeline to RTM Segment A1 as scheduled per the Contract Documents. However, the City UP&E Water Division forces were unable to achieve a tight shut down of the RTM Segment A1 main to facilitate the connection for four hours. Contractor and its crew remained on standby to complete the connection.	\$4,205					

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		COR 015 - Grading of Temperance Avenue as required by County of Fresno	\$6,268	1				
		COR 016 - Delayed start on RTM Segment B due to extended FID irrigation season. Specifications state FID season is expected to end on 8/31/18. Actual end of irrigation season was 10/14/18, resulting in a delay in start of pipe installation on Temperance Avenue of 44 days.	\$0	44				
		COR 017 - Delays in RTM pipe installation at Temperance and Kings Canyon. Agency (Caltrans, County of Fresno, and City of Fresno) requirements of traffic control and work sequence necessitated Contractor to work at night and to remove all traffic control during daytime operations, and that all excavations be covered by steel plates at the end of work shift. These requirements imposed work restrictions that were not anticipated within the Bid Plans and Specifications, and extended the work by 7 days.	\$0	7				
		COR 018 - Delays in filling RTM due to low system pressure at Temperance and Belmont. Filling the pipeline for testing and disinfection took an additional day to system pressure of 35 psi, which is lower than could have reasonably been expected by the Contractor at Bid.	\$0	1				
		COR 019 - Paving delays due to interagency coordination on Temperance and Kings Canyon. The County of Fresno reconsidered night-working hours for paving on Temperance and Kings Canyon the day before scheduled paving, which necessitated an additional week of coordination and rescheduling.	\$0	7				
		COR 020 - Delay due to two shorted butterfly valve cathodic protection isolation flanges. The repair of these electrical shorts began on 8/15/19 and concluded on 10/17/19	\$0	64				
		COR 021 - Additional traffic detector loops not shown on plans at Kings Canyon and Temperance. Pre-existing loops were embedded in conduit in the pavement and were not visible. Their existence could not have reasonably been foreseen.	\$10,106					
		COR 022 - Replace specified blowoff utility box 916+28 with traffic rated utility box per County of Fresno requirements	\$5,273					
		WCD 004 - Relocating Access Manway and Additional Disinfection. Due to a conflict with fiberoptic utilities not shown on plans, the access manway that was needed for the connection of RTM Segment C to RTM Segment A1 had to be moved approximately 150 feet away from the connection location. Additional cost was incurred due to the extended 150' length of spray disinfection.	\$1,995					
		WCD 008 - Repair Broken Streetlight Conduit on Chestnut. While excavating for the RTM, the Contractor broke an unmarked electrical streetlight conduit not shown on plans near the intersection of Chestnut Ave and Olive Ave (approximately Sta. 703+25).	\$3,789					
		WCD 011 - Per the contract plans, VAS was to install a combination air release valve (CAV) at the intersection of Princeton Ave and Chestnut Ave. At this location, there was a 2" gas main that conflicted with the CAV isolation valve. In order to resolve the utility conflict, VAS installed a 45 degree horizontal bend at the RTM outlet flange, and connected a 36 inch long flanged spool to the downstream end of this fitting.	\$1,352					

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		WCD 012 - Per the contract plans, VAS has installed the RTM inside the casing pipe at the Chestnut-McKinley intersection using trenchless excavation (jack and bore) methods. The annular space between the RTM and casing was filled with sand to leave no voids and prevent settlement if the casing ever was to corrode in the future. The contract did not require sand to be installed and no bid item exists for payment. Costs for this work change directive may include labor to backfill the casing with sand, as well as material costs for the sand.	\$14,545					
		WCD 013 - Removal and Replacement of Irrigation Pipe on Temperance. Contractor found unknown, active, private irrigation pipe on Temperance Ave (Sta 936+80 to 939+60). It was necessary to replace this irrigation pipe because of conflict with the RTM alignment.	\$16,355	2				
		WCD 014 - Additional CAV at Chestnut and Dakota (time only).		1				
		WCD 014.1 - Enclosure for Additional CAV at Chestnut and Dakota (material only)	\$3,870					
		WCD 016 - Pump Station Connection at Chestnut and Winery. (time only)		3				
		WCD 017 - A Caltrans irrigation conduit, located at Station 922+61 (on Temperance Ave. 250 feet north of Kings Canyon Ave.) was damaged during excavation. The conduit was neither marked nor shown on the Plans. The Contractor repaired the damaged conduit per Caltrans Standards. Work included pulling wires, inspection of wires, and replacement of wires and conduit as necessary.	\$3,235					
		WCD 018 - Due to existing utilities, the installation of the 42" butterfly valve was moved 33 LF south to Sta. 919+52. This relocation required an additional 33 LF of 42" RTM to be installed using extra, unused pipe. Additionally, the existing 24" FMFCD storm drain that was to be removed and plugged was found to have stagnant storm water. The Contractor performed extra work pumping storm water from the 24" storm drain.	\$3,483	3				
		WCD 019 - The CAV located on Kings Canyon Ave at Sta. 907+68 was installed per plan. The County of Fresno then requested that the CAV be relocated to create further separation between the CAV and the edge of pavement. To accomplish this, the contractor was directed to relocate the CAV to Sta. 906+63 and 20 feet north of the edge of pavement. (Time Only)	\$0	1				
		Bid Item No. 05 - 42" Water Transmission Main, Contract Increase \$16,500 Bid Item No. 22 - Utility Locating, Contract Increase \$2,000 Bid Item No. 02 - Mediator, Contract Decrease (\$25,000) Bid Item No. 30 - CPTS, Contract Decrease (\$2,500) Bid Item No. 36 - Remobilization due to Heading Change, Contract Decrease (\$60,000) Bid Item No. 37 - Supplemental Account, Contract Decrease (\$300,000)	(\$369,000)					