



**SACRAMENTO
HOUSING AND REDEVELOPMENT
AGENCY**



8

February 24, 1987

CITY MANAGER'S OFFICE
RECEIVED
FEB 25 1987

Budget & Finance Committee of
the City Council
Sacramento, CA

Honorable Members in Session:

SUBJECT: Approval of Change Order, Old Sacramento Riverfront
Buildings and Boardwalks - Phase II

SUMMARY

The attached report is submitted to you for review and recommendation prior to consideration by the Redevelopment Agency of the City of Sacramento.

RECOMMENDATION

The staff recommends approval of the attached resolutions authorizing execution of the change orders.

Respectfully submitted,

William H. Edgar

WILLIAM H. EDGAR
Executive Director

TRANSMITTAL TO COMMITTEE:

Jack R. Crist

JACK R. CRIST
Deputy City Manager

Attachment



SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY



February 25, 1987

Redevelopment Agency of
the City of Sacramento
Sacramento, California

Honorable Members in Session:

Subject: Approval of Change Order, Old Sacramento Riverfront
Buildings and Boardwalks - Phase II

SUMMARY

This report recommends adoption of a resolution to authorize the Executive Director to execute a change order to the construction contract for the Old Sacramento Riverfront Buildings and Boardwalks with Kimmel Construction Company, increasing the contract amount by \$59,913 and to authorize the Executive Director to execute additional change orders in accordance with the Agency's adopted change order policy.

BACKGROUND

The proposed change order regards revision to the pedestrian boardwalk railroad track crossing and the substitution of material and placement method for the specified material and method for the installation of the soil cement site treatment.

The changes to the pedestrian and service crossings at the railroad tracks is a result of the Public Utilities Commission's (PUC) requirements for a realignment of tracks used by the State Department of Parks and Recreation for the operation of its Live Steam Excursion Train resulting in two non-parallel tracks at differing grade elevations needing to be crossed in lieu of one track as originally designed and bid. Due to the differing grade elevations of the converging tracks and normal track movement, public safety considerations require revision to clearances between top of rails, end of ties and the adjacent pedestrian boardwalk surfaces and underlying supporting concrete slab.

The soil cement specifications per the contract provides the general contractor the option of off-site batch mixing or on-site central batch mixing using existing on-site soil material. It

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency
of the City
February 25, 1987
Page 2

has been determined that no material supplier will supply off-site batch mixed material. Subsequent samples of on-site central batch mixed soil cement using existing native material while generally satisfying the specifications and structural requirements have proven unacceptable to the City's Facility Management Division due to anticipated safety and maintenance problems. After exploring various alternative methods of placement and the substitution of materials, the Facility Management Division has recommended a departure from the contract specifications and a change in the scope of work. The recommended change will result in a reduction in ongoing maintenance cost of the area and will improve the surface for pedestrians. Attached as Exhibit I are copies of related correspondence supporting the City's recommendation for the approval of the proposed change order.

FINANCIAL DATA

The subject change order will increase the contract price by \$59,913 increasing the contract amount from \$1,757,348 to \$1,817,261. Of the \$59,913 the required railroad crossing work equals \$21,575 and the City's recommended change for the soil cement site treatment equals \$38,338. Previous change orders totaling \$49,044 have increased the original contract amount from \$1,708,304 to the present contract amount of \$1,757,348. Per the Agency's adopted change order policy, the amount of this change order exceeds the Executive Director's authority to execute change orders related to this contract and requires the Agency's authorization for the Executive Director's execution. The Agency's adoption of the attached resolution will reestablish the Executive Director's authority to execute further change orders in increments not exceeding \$10,000 for an accumulated total not exceeding \$50,000 or 5% of the amount of the contract as increased by the subject change order. Sufficient funds exist within the Old Sacramento Construction cost center to cover the increase in the project cost.

ENVIRONMENTAL REVIEW

The proposed changes to the scope of work are consistent with the environmental approvals for the project.

POLICY IMPLICATIONS

The actions proposed in this staff report are consistent with previously approved policy.

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency
of the City
February 25, 1987
Page 3

VOTE AND RECOMMENDATION OF COMMISSION

At its regular meeting of March 2, 1987, the Sacramento Housing and Redevelopment Commission adopted a motion recommending approval of the attached resolution. The votes were as follows:

AYES:

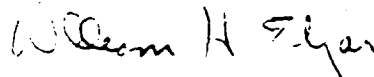
NOES:

ABSENT:

RECOMMENDATION

The staff recommends adoption of the attached resolution authorizing the Executive Director to execute a change order related to the construction of the Old Sacramento Riverfront Buildings and Boardwalks with Kimmel Construction Company, in the amount of \$59,913 and authorize the Executive Director to execute additional change orders per the Agency's adopted change order policy.

Respectfully submitted,



WILLIAM H. EDGAR
Executive Director

TRANSMITTAL TO COUNCIL:

WALTER J. SLIPE
City Manager

Contact Person: Theodore R. Leonard, 440-1320

WHE/TRL/kld
0488M

RESOLUTION NO.

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO
ON DATE OF

CHANGE ORDER - KIMMEL CONSTRUCTION COMPANY
OLD SACRAMENTO RIVERFRONT PROJECT

BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE CITY
OF SACRAMENTO:

Section 1: The Executive Director is authorized to execute a change order related to the construction contract for the Old Sacramento Riverfront Buildings and Boardwalks with Kimmel Construction Company, dated July 3, 1986, to increase the contract amount by \$59,913.

Section 2: The Executive Director is authorized to execute additional change orders for said contract in accordance with the Agency's adopted change order policy.

CHAIR

ATTEST:

SECRETARY

0768L



DEPARTMENT OF
GENERAL SERVICES

FACILITY MANAGEMENT
DIVISION

CITY OF SACRAMENTO
CALIFORNIA

5750 24TH STREET
BUILDING ONE
SACRAMENTO, CA
95822-3699

916-449-5445

DUANE J. WRAY
SUPERINTENDENT

DERROLD LEE
ASSISTANT
SUPERINTENDENT

January 21, 1987

MEMORANDUM

TO: Ted Leonard, Agency Architect
FROM: Dana Gard, Assitant Architect
SUBJECT: OLD SACRAMENTO RIVERFRONT BUILDINGS AND BOARDWALKS
Soil Cement

Attached are various coorespondence concerning the installation of the soil cement site work at the subject project, they outline four different methods of installing the soil cement as discussed with Facility Management, Spink Corp., Lowry & Associates and the Contractor.

1. Contractors original method of installing soil cemnet. The contractor mixed a sample of soil cement using the existing soil as per the contract documents. As indicated in Duane Wray's, memo of October 2, 1986 a potential safety hazards and a maintenance problem could be created if we allowed the contractor to proceed. No extra cost per orignial bid.
2. Method A involves removing existing soil hauling in new concrete sand and mixing soil cement in place. This method would eliminaate the fines found in the existing soil and create a product similar to the existing condition found at the State of California Passenger Depot. Method A extra cost: Placer Paving \$29,636.38, plus Kimmel 15% overhead, 10% profit, 1% bond & 1.25% insurance. Approximate Total \$38,338.
3. Method B involves central plant mix with contractor furnished sand. This would be the idea method of mixing and placing of the soil cement and is the product used at the State of California Passenger Depot. Method B extra cost: Placer Paving \$64,486.28, plus Kimmel 15% overhead, 10% profit, 1% bond & 1.25% insurance. Approximate Total \$83,420.
4. Method C involves the importing and mixing in only sufficient coarse sand to provide a roughened surface texture. The sand would be metered out and mixed in place along with the cement and native material. The potential for dust would be slightly greater than the Method A & B but

the finished surface should contain sufficient grit to prevent most slip potential. Method C mix consist of the following design per Spink letter of October 30, 1986:

- a. In areas where 4" thickness soil cement treatment is called for provide 20% imported concrete sand to be mixed in place with the native material and cement as specified.
- b. In areas where 12" thickness soil cement treatment is called for provide 50% sand and aggregate gradation as specified on page 2 of Lowry letter report dated October 2, 1986, and mix in place with the native material and cement as specified.

Method C extra cost: Placer Paving \$21,741.98, plus Kimmel 15% overhead, 10% profit, 1% bond & 1.25% insurance. Approximate Total \$28,125.

Method C is the mix design preferred by Gene Pearson, Spink Corp.

It is the recommendation of Facility Management that Method A be installed by the contractor. This should provide a good sandy surface soil cement designed to eliminate potential safety hazards and maintenance problems.

Also attached is a letter from Kimmel and D. M. Dolbee the painting contractor indicating a credit for \$8,270 would be given if we eliminate the filling of the countersunk bolt holes. Duane Wray is still investigating way of filling these hole and will let you know as to the cities ability to fill the holes ourselves.

Dana Gard
 DANA GARD
 Assistant Architect
 Facility Management

cc: Duane Wray, Supt. Fac. Mgmt.

attachments