
File ID: 2025-01136

6/24/2025

Construction Change Order and Budgetary Adjustments: Florin Road Pavement Rehabilitation Project (T15215800) [Published for 10-Day Review 06/12/2025]

File ID: 2025-01136

Location: Florin Road, between 24th Street and Munson Way, District 5, District 8

Recommendation: Adopt a **Resolution:** 1) authorizing the Interim City Manager or designee to transfer \$1,000,000 (General Fund, Fund 1001) from the expenditure budget of the State and Federal Grant Match Project (T15007200) to the expenditure budget of the Florin Road Pavement Rehabilitation Project (T15215800); 2) authorizing the Interim City Manager or designee to transfer \$1,000,000 (Road Maintenance and Rehabilitation, Fund 2036) from the Florin Road Pavement Rehabilitation Project (T15215800) to the State and Federal Grant Match Project (T15007200); 3) authorizing the Interim City Manager or designee to transfer \$150,000 (Roadway Maintenance and Rehabilitation, Fund 2036) from the expenditure budget of the Transportation Corridor Program (R15200000) to the expenditure budget of the Florin Road Vision Zero Safety Project (T15215800); 4) authorizing the Interim City Manager or designee to execute Change Order No. 5 to City Agreement No. 2023-1444 with O.C. Jones for an amount not to exceed \$1,056,457, bringing the agreement's total not-to-exceed amount to \$5,536,507; and 5) resetting the Interim City Manager's authority to issue Change Orders for City Agreement No. 2023-1444.

Contact: William Shunk, Senior Engineer, (916) 808-2986, wshunk@cityofsacramento.org;
Judy Matsui-Drury, Supervising Engineer, (916) 808-7610, jmatsui-drury@cityofsacramento.org;
Ofelia Avalos, Engineering Manager, (916) 808-5054, oavalos@cityofsacramento.org, Department of Public Works.

Presenter: None

Attachments:

- 1-Description/Analysis
- 2-Resolution
- 3-Change Order No. 5

Additional Description/Analysis

Issue Detail: Florin Road between 24th Street and Munson Way was identified in the Vision Zero Action Plan as one of the City's top five high injury corridors. The Florin Road Pavement Rehabilitation Project is the first of two projects that will implement the recommendations of the Vision Zero Top 5 Corridors Study by slowing down automobile traffic, modernizing signal equipment,

and improving bicycle facilities. The project includes an asphalt overlay of Florin Road between 24th Street and Munson Way, gap closures in the City's bicycle lane network, improved curb ramps to meet Americans with Disabilities Act (ADA) standards, upgraded signal equipment, installation of advanced dilemma zone detection, and connection of existing and future traffic signals to the City's Traffic Operations Center.

The project was advertised for construction and awarded to O.C. Jones for approximately \$1 million less than the engineer's estimate. Concurrently with the construction of the project, staff proceeded with the design for the second phase and identified cost-effective elements that could be incorporated into the current construction phase with this cost savings including: installing a new curb ramp, signal pole, and signal equipment at the intersection of Florin Road and Woodbine; upgrading all existing intersections to current Accessible Pedestrian Signal standards; and installing loop detection and the necessary underground infrastructure to accommodate future pedestrian crossings at the Union Pacific Railroad tracks between Luther Burbank High School and the Florin Road light rail station. These improvements have been incorporated into the project with the cost savings and are included in Change Order No. 5.

In addition to these upgrades to the project, the change order also includes additional pavement rehabilitation that was not anticipated when the project was awarded. Pavement grinding operations of only 2.5 inches removed all the existing asphalt and exposed the roadway subgrade in some locations. This requires additional pavement repair in various locations to bring the corridor up to an acceptable state of repair.

In order for the City to receive its apportionment of Road Maintenance and Rehabilitation Account (RMRA) funds, it must meet a "maintenance of effort" (MOE) requirement to ensure that the RMRA funds do not supplant levels of past general fund spending on streets and roads. In order to meet these requirements for FY2024-25, additional General Fund expenditures on transportation projects must be demonstrated. An exchange of funding to support General Fund expenditures on this project will help the City meet its MOE requirements. In addition, the additional transfer of \$150,000 in funding is necessary to execute Change Order No. 5.

Policy Considerations: The Florin Road Pavement Rehabilitation Project is consistent with the City General Plan goals and key policies of operating and maintaining streets and roadways that accommodate and promote safe and convenient travel for all users. The projects will help manage safe operating conditions on Florin Road (General Plan M 1.1.2), improve pedestrian safety at intersections and crossings (General Plan M2.1.7), and ensure traffic signal operations that consider safe and efficient travel for all modes (General Plan M 4.4.4).

The action is consistent with the adopted Vision Zero goal to work collaboratively in a data-driven effort to eliminate traffic fatalities and serious injuries by 2027, including to develop designs and secure grant funding for the first Top five priority corridors, with a focus on roadway designs for

reduced speeds (2.2).

The Sacramento City Code Section 4.04.020 and the City Council Rules of Procedure (Chapter 7, Section E.2.d) mandate that unless waived by a 2/3 vote of the City Council, all labor agreements, and all agreements greater than \$1,000,000 shall be made available to the public at least ten (10) days prior to City Council action. This item was published for 10-day review on June 12, 2025, in compliance with the City Code.

Economic Impacts: This new infrastructure is expected to create 4.23 total jobs (2.43 direct jobs and 1.8 jobs through indirect and induced activities) and create \$652,294 in total economic output (\$411,146 of direct output and another \$241,148 of output through indirect and induced activities).

The indicated economic impacts are estimates calculated using a calculation tool developed by the Center for Strategic Economic Research (CSER). CSER utilized the IMPLAN input-output model (2009 coefficients) to quantify the economic impacts of a hypothetical \$1 million of spending in various construction categories within the City of Sacramento in an average one-year period. Actual impacts could differ significantly from the estimates and neither the City of Sacramento nor CSER shall be held responsible for consequences resulting from such differences.

Environmental Considerations:

California Environmental Quality Act (CEQA): The City of Sacramento Environmental Planning Services has reviewed this project and determined that it is exempt from the provisions of CEQA under Class 1, Section 15301.

Sustainability: The project is consistent with the City's goals to promote walking and bicycling, and to create a healthier urban environment by eliminating pedestrian barriers with the construction of safe pedestrian crossings. The project will reduce dependence on private automobiles, decrease the use of fossil fuels, and encourage active modes of transportation.

Commission/Committee Action: The project was included as an informational item at the October 4, 2023, meeting of the Disabilities Advisory Commission.

Rationale for Recommendation: The proposed budgetary adjustments are needed to allow the City to meet its SB1 MOE requirements and cover the costs of the change order. The proposed change order provides compensation for improvements that are necessary to bring the roadway up to an acceptable state of repair and changes to the plans that are necessitated by unforeseen field conditions. It also includes improvements to the corridor that would otherwise have been constructed in the second phase of work. Constructing these improvements now results in an overall cost savings to the city, minimizes inconveniences to the traveling public, and unnecessary trenching in the new asphalt overlay.

Staff recommends City Council approve the budgetary adjustments and Change Order No. 5 with O.C. Jones for City Agreement No. 2023-1444. This is the final balancing change order for the Florin Road Pavement Rehabilitation Project.

Financial Considerations: The estimated total cost to complete design, right-of-way, and construction support for the Florin Road Pavement Rehabilitation Project is approximately \$6.5 million, including the costs for Change Order No. 5. Upon approval of the transfer of \$150,000 (Roadway Maintenance and Rehabilitation Act, Fund 2036) from the Transportation Corridor Program (R15200000), there will be sufficient funding to award Change Order No. 5 to O.C. Jones for an amount not to exceed \$1,056,457 and cover the remaining construction management and other project related costs.

There is sufficient funding within the Transportation Corridor Program (R15200000) to support the transfer of \$150,000 (Roadway Maintenance and Rehabilitation Act, Fund 2036) to Florin Road Pavement Rehabilitation Project (T15215800).

As approved by the State Controller's Office, the City has an annual MOE requirement for spending of discretionary local funds (e.g., General Fund, Measure U) on eligible transportation uses of nearly \$2.3 million. Dedicated transportation funds are not eligible to meet MOE requirements. The City must demonstrate that it has met this MOE to continue to receive its state apportionments of \$13 to \$14 million in annual RMRA funds (Fund 2036). Exchanging General Fund (Fund 1001) from the State and Federal Grant Match Project (T15007200) with RMRA funding (Fund 2036) from the Florin Road Pavement Rehabilitation Project (T15215800) will support the City's efforts in meeting its MOE requirement. If necessary, the City will take additional actions as permitted in the annual Budget Resolution.

There is sufficient funding in the State and Federal Grant Match Project (T15007200) to support this fund exchange.

Local Business Enterprise (LBE): The City's LBE requirement for this project is 5%. O.C. Jones and Sons, Inc. has pledged 15.5% LBE participation for this project.

RESOLUTION 2025-

Adopted by the Sacramento City Council

June 24, 2025

CONSTRUCTION CHANGE ORDER AND BUDGETARY ADJUSTMENTS: FLORIN ROAD PAVEMENT REHABILITATION PROJECT (T15215800)

BACKGROUND

- A. Florin Road between 24th Street and Munson Way was identified in the Vision Zero Action Plan as one of the City's top five high injury corridors. The Florin Road Pavement Rehabilitation Project is the first of two projects that will implement the recommendations of the Vision Zero Top 5 Corridors Study by slowing down automobile traffic, modernizing signal equipment, and improving bicycle facilities.
- B. The project was advertised for construction and awarded to O.C. Jones for approximately \$1 million less than the engineer's estimate.
- C. Concurrently with the construction of the project, staff proceeded with the design for the second phase and identified cost-effective elements that could be incorporated into the current construction phase with this cost savings including: installing a new curb ramp, signal pole, and signal equipment at the intersection of Florin Road and Woodbine; upgrading all existing intersections to current Accessible Pedestrian Signal standards; and installing loop detection and the necessary underground infrastructure to accommodate future pedestrian crossings at the Union Pacific Railroad tracks between Luther Burbank High School and the Florin Road light rail station. These improvements have been incorporated into the project with the cost savings and are included in Contract Change Order No. 5.
- D. The change order also includes additional pavement rehabilitation that was not anticipated when the project was awarded. Pavement grinding operations of only 2.5 inches removed all the existing asphalt and exposed the roadway subgrade in some locations. This requires additional pavement repair in various locations to bring the corridor up to an acceptable state of repair.
- E. Under State guidelines, in order for the City to receive its apportionment of Road Maintenance and Rehabilitation Account (RMRA) funds, it must meet a "maintenance of effort" (MOE) requirement to ensure that the RMRA funds do not supplant levels of past general fund spending on streets and roads. In order to meet these requirements for

FY2024-25, additional General Fund expenditures on transportation projects must be demonstrated. An exchange of funding to support General Fund expenditures on this project will help the City meet its MOE requirements.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

SECTION 1.

The City Manager or designee is authorized to transfer \$1,000,000 (General Fund, Fund 1001) from the expenditure budget of the State and Federal Grant Match Project (T15007200) to the expenditure budget of the Florin Road Vision Zero Safety Project (T15215800).

SECTION 2.

The City Manager or designee is authorized to transfer \$1,000,000 (Roadway Maintenance and Rehabilitation Act, Fund 2036) from the expenditure budget of the Florin Road Vision Zero Safety Project (T15215800). to the expenditure budget of the State and Federal Grant Match Project (T15007200).

SECTION 3.

The City Manager or designee is authorized to transfer \$150,000 (Roadway Maintenance and Rehabilitation Act, Fund 2036) from the expenditure budget of the Transportation Corridor Program (R15200000) to the expenditure budget of the Florin Road Vision Zero Safety Project (T15215800) to support the completion of the Florin Road Pavement Rehabilitation Project.

SECTION 4.

The City Manager or designee is authorized to execute Change Order No. 5 to City Agreement No. 2023-1444 with O.C. Jones for an amount not to exceed \$1,056,457, bringing the agreement's total not-to-exceed amount to \$5,536,507

SECTION 5.

The City Manager's authority to issue Change Orders for City Agreement No. 2023-1444 is reset.

CONTRACT ROUTING SHEET

Contract Cover/Routing Form: Must Accompany ALL Contracts; however, it is NOT part of the contract.

General Information (Required)

Original Contract # (supplements only): 2023-1444 Supplement/Addendum #: 05
Assessor's Parcel Number(s): _____
Contract Effective Date: 06/24/2025 Contract Expiration Date (if applicable): _____
\$ Amount (Not to Exceed): \$ 5,536,506.77 Adjusted \$ Amount (+/-): \$ 1,056,456.31
Other Party: O.C. JONES & SONS, INC
Project Title: FLORIN ROAD PAVEMENT REHABILITATION
Project #: T15215801 Bid/RFQ/RFP #: B24151131004
City Council Approval: YES if YES, Council File ID#: 2025-01136

Contract Processing Contacts

Department: Public Works Project Manager: BILL SHUNK
Contract Coordinator: RAQUEL GONZALEZ Email: RAGonzalez@cityofsacramento.org

Department Review and Routing

Contracts: _____ Raquel Gonzalez 06/10/2025
Project Manager: _____
Supervisor: _____
Division Manager: _____

Special Instruction/Comments (i.e. recording requested, other agency signatures required, etc.)



Construction Related



Other Party Signature Required

AWARD/COUNCIL DATE: JUNE 24, 2025

-----FOR CLERK & IT DEPARTMENTS ONLY – DO NOT WRITE BELOW THIS LINE-----



CITY OF SACRAMENTO - DEPARTMENT OF PUBLIC WORKS

CONTRACT CHANGE ORDERT15215801_Florin Road Pavement Rehabilitation | Project No: T15215801 **CCO No. 5.0**

Project #:	T15215801	Change Order #:	5.0
Project Name:	T15215801_Florin Road Pavement Rehabilitation	Date:	Monday, April 21, 2025
Contract #:	2023-1444	Ext Days:	0

TO: O.C. Jones, ("Contractor")**CONTRACT FOR:** T15215801_Florin Road Pavement Rehabilitation

Upon Mutual acceptance of this document by the City of Sacramento, hereinafter referred to as "City", and your firm, hereinafter referred to as "Contractor", in accordance with the terms and conditions of the original contract documents, you are hereby directed to make the following changes for the consideration set forth below:

DESCRIPTION: See Exhibit A

The original contract sum was:	\$4,208,128.60
The net change by previous Change Orders was:	\$271,921.86
The contract sum prior to this Change Order was:	\$4,480,050.46
The contract sum will be increased by this Change Order:	\$1,056,456.31
The new contract sum including all Change Orders:	\$5,536,506.77

Contractor agrees that the amount of increase or decrease in the contract sum specified in this Change Order shall constitute full compensation for the work required by this Change Order, including but not limited to all compensation for the additional and/or revised work specified herein, and shall fully compensate Contractor for any and all direct and indirect costs that may be incurred by Contractor in connection with such additional and/or revised work, including any changes disruptions or delays in work schedules or in the performance of other work by Contractor. The time for the performance of the contract is increased by **0 Working Days** by reason of the performance of the work required by this Change Order. Except as herein above expressly provided, Contractor further agrees that the performance of the work specified in this Change Order or the rescheduling of other project work made necessary by this Change Order, shall not constitute a delay which will extend the timelimit for completion of the work as said term is used in the contract between the City and the Contractor for the project.

Approval Recommended By:**Approved as to Form By:**_____
Project Manager
Michael Fry (May 19, 2025 11:08 PST)_____
City Attorney**Approved By:**
Bret Berry (May 12, 2025 10:01 PST)_____
Contractor**Approved By:**

06/24/2025

Attested to By:_____
City of Sacramento_____
Executed Date_____
City Clerk

POTENTIAL CHANGE ORDER SUMMARY - EXHIBIT B

T15215801_Florin Road Pavement Rehabilitation | Project No: T15215801 CCO No. 5.0

PCO # 9.0	DATE: 03/10/2025	REASON: Client Initiated Changes	TYPE: Force Account	AMOUNT: \$174,579.05
<p>The City of Sacramento, in partnership with the KIND South affordable housing development, agreed to reconstruct the northeast curb ramp of Florin Road and Woodbine per their conditions of their development at city expense. This allowed the city to ensure that the geometrics of the curb ramp and signal were consistent with the second phase of the Florin Road Vision Zero Project and avoid unnecessary reconstruction in the newly paved roadway. Construction of the curb ramp necessitated relocation of the existing Type 15 standard signal pole which was to be replaced in the second phase of the Florin Road Vision Zero project. (SAI PCO#2)</p> <p>This work was necessary to complete the project as intended.</p> <p>Tracked by force account, compensation for this work was at the agreed upon sum of \$174,579.05. The Engineer has deemed this sum fair compensation for the work involved.</p> <p>This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.</p>				
PCO # 10.0	DATE: 03/10/2025	REASON: Changed/Unforeseen Conditions	TYPE: Force Account	AMOUNT: \$22,189.36
<p>Shallow existing utilities (fiber optic communication lines) conflicted with the proposed 12" PCV lateral connecting to the proposed manhole on 24th Street at station "TF" 10+09. The contractor was directed to construct a cast-in-place saddle manhole instead of placing a precast manhole; hand dig and hand backfill the storm drain lateral trench; remove and off haul unsuitable subgrade at the curb ramp; and over excavate unsuitable material to a depth of 12" and replace with Class II AB. (SAI PCO#9)</p> <p>As a result of this change bid item #22 Install 48" Manhole is deleted, -1EA @ \$11,500.00 = -\$11,500.00 as shown in Exhibit B. The net increase to the contract is \$10,689.36 as a result of this change.</p> <p>This work was necessary to complete the project as intended.</p> <p>Tracked by force account, compensation for this work was at the agreed upon sum of \$22,189.36. The Engineer has deemed this sum fair compensation for the work involved.</p> <p>This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.</p>				
PCO # 11.0	DATE: 03/10/2025	REASON: Client Initiated Changes	TYPE: Force Account	AMOUNT: \$51,631.71
<p>The proposed curb ramps at the at the northeast corner of the Indian Lane and the northwest corner of Luther Drive were designed as single flare ramps. When laid out in the field they resulted in excessive crossing skews of Florin Road, particularly the high pedestrian volume crossing at Luther Drive to Luther Burbank High School. The contractor was directed to modify the curb ramp layouts to accommodate two ramps at each intersection to improve the accessibility of the ramps. Modification of the curb ramps require relocation of pedestrian push buttons, pull boxes, and new conduit; re-routing the conduit to the new pull box and pedestrian push button locations; and supplying new conductors. (SAI PCO#10)</p> <p>This work was necessary to complete the project as intended.</p> <p>Tracked by force account, compensation for this work was at the agreed upon sum of \$51,631.71. The Engineer has deemed this sum fair compensation for the work involved.</p> <p>This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.</p>				
PCO # 12.0	DATE: 03/10/2025	REASON: Client Initiated Changes	TYPE: Agreed Upon Lump Sum	AMOUNT: \$58,846.20
<p>After the construction contract was awarded, the City adopted new Accessible Pedestrian Signal (APS) standards at all signalized crossings. The contractor was given direction to upgrade the signals at Woodbine Avenue, Hisperry Lane, and 24th Street to be compliant with the new standards. This included supplying and installing APS push button poles, conduit, and conductors; constructing new push button pole foundations; and capping and abandoning existing PPB as follows: Florin and 24th Street – 1 EA Pedestrian Push Button Foundation and Post; 10 LF of 2" conduit and conductors Florin and Woodbine Avenue – 4 EA Pedestrian Push Button Foundations and Posts; 6 EA 2-Wire APS Push Buttons; 80 LF of 2" Conduit and Conductors; 1 EA 2 Wire CCU Unit in Existing Controller Cabinet; 8 EA Weld Existing Holes in poles to accommodate new APS at ADA Standards Florin and Hisperry Lane – 4 EA Pedestrian Push Button Foundations and Posts; 6 EA 2-Wire APS Push Buttons; 200 LF of 2" Conduit and Conductors; 1EA 2 Wire CCU Unit in Existing Controller Cabinet; 8 EA Weld Existing Holes in poles to accommodate new APS at ADA Standards. (SAI PCO#12)</p> <p>This work was necessary to complete the project as intended.</p> <p>Compensation for this work was at the agreed upon lump sum of \$58,846.20. The Engineer has deemed this sum fair compensation for the work involved. This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.</p>				
PCO # 13.0	DATE: 03/10/2025	REASON: Changed/Unforeseen Conditions	TYPE: Force Account	AMOUNT: \$2,142.05
<p>After a rain event over the weekend of March 30th, non-construction city personnel were observed removing drainage inlet covers to alleviate ponding issues on Florin Road. City staff were unable to locate the drainage inlet covers. The contractor was directed to supply and install 8 new DI covers between Railroad and Munson Way.</p> <p>For this work the contractor will be compensated a not to exceed amount of \$2,142.05 which includes material, delivery, and installation costs of 8 drainage inlet covers. (SAI PCO#13)</p> <p>This work was necessary to complete the project as intended.</p> <p>Tracked by force account, compensation for this work was at the agreed upon sum of \$2,142.05. The Engineer has deemed this sum fair compensation for the work involved.</p> <p>This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.</p>				

PCO # 14.0	DATE: 03/10/2025	REASON: Client Initiated Changes	TYPE: Agreed Upon Lump Sum	AMOUNT: \$194,318.95
<p>After awarding the construction contract and during construction activities, Union Pacific Railroad approved the loop design for the signalized crossings that will be constructed with the second phase of the Florin Road Vision Zero Safety project. To avoid unnecessarily digging up the newly paved surface, the contractor was directed to install the underground infrastructure. This direction included trenching and installing 2 – 3" conduit and tracer wires; 3" conduit with loop wire; stubbing conduit for future pull box in sidewalk; locating the pull box in the future sidewalk; labeling and coiling 20' loop wire for each loop; and installing 24 traffic signal loop detectors and detector hand holes. (SAI PCO#14)</p> <p>This work was necessary to complete the project as intended.</p> <p>Compensation for this work was at the agreed upon lump sum of \$194,318.95. The Engineer has deemed this sum fair compensation for the work involved. This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.</p>				
PCO # 15.0	DATE: 03/10/2025	REASON: Changed/Unforeseen Conditions	TYPE: Force Account	AMOUNT: \$19,574.12
<p>After paving operations on May 29th, the subgrade at the northeast corner of Woodbine Avenue was observed to be pumping resulting in asphalt failures in the intersection. Excavating the failure area an additional 6" and plugging with hot mixed asphalt did not resolve the issue. The contractor was directed to hand dig around existing utilities; remove unsuitable material at the location; and backfill with AB, concrete slurry, and 0.20' of Type A HMA in accordance with the project specifications. (SAI PCO#18)</p> <p>This work was necessary to complete the project as intended.</p> <p>Tracked by force account, compensation for this work was at the agreed upon sum of \$19,574.12. The Engineer has deemed this sum fair compensation for the work involved.</p> <p>This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.</p>				
PCO # 16.0	DATE: 03/10/2025	REASON: Changed/Unforeseen Conditions	TYPE: Agreed Upon Lump Sum	AMOUNT: \$50,977.50
<p>At the intersection of Hisperry and Florin Road the plans directed the contractor to utilize existing 2" conduit to install the DLC. Conduit and pull boxes do not exist in the field where it is shown on the plans. The contractor was directed to supply and install video detections system and loops at Florin and Hisperry. (SAI PCO#19)</p> <p>This work was necessary to complete the project as intended.</p> <p>Compensation for this work was at the agreed upon lump sum of \$50,977.50. The Engineer has deemed this sum fair compensation for the work involved. This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.</p>				
PCO # 17.0	DATE: 03/10/2025	REASON: Changed/Unforeseen Conditions	TYPE: Agreed Upon Lump Sum	AMOUNT: \$55,104.00
<p>During the bidding process the contractor inquired about the existence of fabric in the AC pavement to be grinded. Clean grindings can be recycled, grindings with fabric cannot be recycled. Addendum #1 addressed this question as follows: Q: Bid Item #12 - Cold Plane HMA, please clarify if the existing roads will have any paving fabric to be removed. A: Pavement fabric was not encountered in pavement cores collected during preliminary field investigations (17 in total). Upon removal of the existing AC pavement reinforcing fabric was encountered within the existing section. As the existence of the fabric was unknown to the City and Contractor prior to its removal, this PCO is reimbursing the Contractor for the increased disposal fee of the grindings produced. With this information the contractor's sub submitted a bid that included recycling the grindings at \$8.00/ton plus 5% prime markup for a total of \$55,104.00. (SAI PCO#20)</p> <p>This work was necessary to complete the project as intended.</p> <p>Compensation for this work was at the agreed upon lump sum of \$55,104.00. The Engineer has deemed this sum fair compensation for the work involved. This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.</p>				
PCO # 18.0	DATE: 03/10/2025	REASON: Changed/Unforeseen Conditions	TYPE: Force Account	AMOUNT: \$21,921.30
<p>Bid Item #30, Adjust Irrigation, directs the contractor to adjust sprinkler/irrigation system pipes and heads which interfere with proposed improvements as shown on the plans. When construction commenced the existing irrigation system was found to be in a state of disrepair and more extensive work than "adjustment" would be necessary. The median planters on Florin Road between 24th and 25th and Indian to Rail Road required replacement of landscape irrigation water supply pipes that were damaged by roots and had numerous leaks. Due to the amount of work involved the construction team determined the specification for bid item #30 no longer applied and this work would be completed on a T&M basis. The contractor was directed to supply, trench, and install 600LF ¾" and 300LF of 1" Schedule 40 irrigation water supply, 132 swing pipe fittings, 38 risers, and 22 spray nozzles; and to ensure proper functioning of the irrigation system in the Florin Road Median between Indian Lane and 24th street. (SAI PCO#21)</p> <p>As a result of this change bid item #30, Adjust Irrigation is deleted, -1,400SF @ \$3.25/SF = -\$4,500.00 as shown in Exhibit B. The net increase to the contract is \$17,421.30 as a result of this change.</p> <p>This work was necessary to complete the project as intended.</p> <p>Tracked by force account, compensation for this work was at the agreed upon sum of \$21,921.30. The Engineer has deemed this sum fair compensation for the work involved.</p> <p>This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.</p>				
PCO # 19.0	DATE: 03/10/2025	REASON: Client Initiated Changes	TYPE: Agreed Upon Lump Sum	AMOUNT: \$26,613.30

The Contractor is directed to increase the depth of grind AC from 0.17' to 0.20' and use a ¼ micromill drum for cold planning. As a result of this change Bid Item #12 is eliminated and a unit price adjustment for cold planning the additional depth, additional trucking due to the quantity increase and the added cost of utilization of a ¼" micromill drum for cold planning. For this work the contractor will be compensated as follows:
Original Bid Item #12 Cold Plane HMA; 46,690.00SY @ \$2.90/SY = \$135,401.00.
Agreed New Bid Item Price:
Bid Item #12 Cold Plane HMA; 46,690.00(100%) @ \$3.47/SY = \$162,014.30
Net increase to contract for Bid Item #12 is \$26,613.30

This work was necessary to complete the project as intended.

Compensation for this work was at the agreed upon lump sum of \$26,613.30. The Engineer has deemed this sum fair compensation for the work involved. This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.

PCO # 20.0	DATE: 03/10/2025	REASON: Changed/Unforeseen Conditions	TYPE: Force Account	AMOUNT: \$507,590.19
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After completing the 0.20' cold plane the project team walked the site to review digout locations shown on the plans and adjust as necessary. The project team found that in addition to the areas shown to be digouts on the plans there were large areas throughout the project where Class II AB base rock was exposed after only a 0.20' cold plane. The plans called for an 8" deep base repairs at the locations shown on the plans. Since the need for base repairs was much larger due to the lack of AC section, the project team reduced the depth of digouts from 8" to 4". Final HMA lift to be 0.20' for a total section thickness of 0.533'. The bid quantity for the item was 1,470Ton, the final quantity placed for this item was 2,163.41TON. The increased area and quantity also required longer shifts resulting in overtime and re-mobilizing costs not anticipated at bid time. In addition, the contractor was directed to not grind or complete base repairs between Indian Lane and Serenity Drive to allow for the design of electrical layout and construction of underground conduit and pull boxes at the railroad tracks for a future project to be included in this project. The delay in completing the base repairs between Indian Lane and Serenity required the contractor to re-mobilize and work two additional night shifts to complete the work. All work performed was tracked on Force Account. (SAI PCO#14 and PCO#15)

As a result of this change Bid Item #14, Hot Mix Asphalt (Base Repair) is deleted, -1,470TON @ \$165.00/Ton = -\$242,550.00 as shown in Exhibit B. The net increase to the contract is \$265,040.19 as a result of this change.

This work was necessary to complete the project as intended.

Tracked by force account, compensation for this work was at the agreed upon sum of \$507,590.19. The Engineer has deemed this sum fair compensation for the work involved.

This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.

PCO # 21.0	DATE: 03/10/2025	REASON: Client Initiated Changes	TYPE: Agreed Upon Lump Sum	AMOUNT: \$1,152.90
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To facilitate business access at the northwest corner of the 24th Street intersection, the Contractor is directed to remove the existing R73-3 (no U turn) sign from the mast arm of the EB leg of Florin Road and 24th Street and replace it with an R73-2 (Left and U Turn) sign. City standard specifications for "Changes and Extra Work", "Signs", furnish all labor, materials and equipment to complete the removal and procurement, placement of the signs.

This work was necessary to complete the project as intended.

Compensation for this work was at the agreed upon lump sum of \$1,152.90. The Engineer has deemed this sum fair compensation for the work involved. This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.

PCO # 22.0	DATE: 03/10/2025	REASON: Changes to Bid Documents	TYPE: Agreed Upon Unit Price	AMOUNT: (\$130,184.32)
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The purpose of this PCO is to balance the contract quantities for those bid items that ran over, or under, the authorized amount. This constitutes final balancing for all items of work and no additional compensation will be allowed. The contractor agrees to the balancing of contract prices for the following increase or decrease in Bid Items at Bid Item prices. The balanced bid item quantities are presented with cost/credit in Exhibit B. This work was necessary to complete the project as intended.

This sum constitutes full and complete compensation for furnishing all labor, materials, equipment, tools, and incidentals including all markup by reason of this change. This change order does not impact the controlling activity of the project; therefore, no adjustment of contract time is warranted.

(Client Initiated Changes) Sub-Total =				\$507,142.11
(Changes to Bid Documents) Sub-Total =				(\$130,184.32)
(Changed/Unforeseen Conditions) Sub-Total =				\$679,498.52
(Other) Sub-Total =				\$0.00
Total =				\$1,056,456.31

Exhibit B

CITY OF SACRAMENTO
PUBLIC WORKS DEPARTMENT

FLORIN ROAD PAVEMENT REHABILITATION - BID ITEM QUANTITY ADJUSTMENT						
Item No.	Item Description	Unit	Unit Price	Contract Quantity	Adjusted Quantity	Adjusted Amount
4	REMOVE TREE	EA	\$ 2,300.00	2	1	(\$2,300.00)
5	REMOVE SD PIPE	LF	\$ 150.00	46	15	(\$4,650.00)
7	MODIFY MANHOLE	EA	\$ 4,500.00	1	0	(\$4,500.00)
10	CLASS 2 AGGREGATE BASE	CY	\$ 1,650.00	20	24.33	\$7,144.50
11	PAVEMENT FABRIC	SF	\$ 0.57	420180	444618.63	\$13,930.02
13	HOT MIX ASPHALT (TYPE A)	TON	\$ 126.00	6560	7219.16	\$83,054.16
14	HOT MIX ASPHALT (Base Repair)	TON	\$ 165.00	1470	0	(\$242,550.00)
16	CONCRETE CURB AND GUTTER (TYPE 2)	LF	\$ 42.00	200	276	\$3,192.00
25	ADJUST MANHOLE TO GRADE	EA	\$ 1,500.00	40	60	\$30,000.00
26	ADJUST VALVE COVER TO GRADE	EA	\$ 1,200.00	55	58	\$3,600.00
28	RELOCATE PULLBOX	EA	\$ 1,800.00	1	0	(\$1,800.00)
30	ADJUST IRRIGATION	SF	\$ 3.25	1400	0	(\$4,550.00)
31	PAVEMENT MARKER (RETROREFLECTIVE)	EA	\$ 8.50	1800	1700	(\$850.00)
32	THERMOPLASTIC TRAFFIC STRIPE	LF	\$ 1.75	38300	30540	(\$13,580.00)
33	THERMOPLASTIC TRAFFIC PAVEMENT MARKING	SF	\$ 14.00	7410	8154	\$10,416.00
34	COLOR PAVEMENT FOR BIKE LANES (GREEN)	SF	\$ 18.00	2600	2688	\$1,584.00
35	FLEXIBLE DELINEATOR (Type K-71)	EA	\$ 400.00	25	16	(\$3,600.00)
36	RELOCATE SIGN	EA	\$ 350.00	11	0	(\$3,850.00)
37	INSTALL SIGN	EA	\$ 425.00	60	41	(\$8,075.00)
41	MEDIAN NOSE MARKER	EA	\$ 425.00	21	29	\$3,400.00
52	Rail Road Flagging	DAY	\$ 1,900.00	15	17	\$3,800.00
					Total	(\$130,184.32)