



Legislation Details (With Text)

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DATE: October 10, 2017

TO: Board of Mayor and Aldermen

FROM: Eric Stuckey, City Administrator
Paul Holzen, City Engineer/Director of Engineering
Jonathan Marston, Assistant Director of Engineering

SUBJECT:
Status Update for Hunters Bend Elementary Safe Routes to School Project (TDOT PIN 118151.00)

Purpose

The purpose of this memo is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning the status of the Hunters Bend Elementary Safe Routes to School Project.

Background

The City of Franklin was selected to receive a 2012 Safe Routes to School (SRTS) grant in the amount of \$212,284.00 (\$190,562.00 for construction) to improve the two (2) pedestrian tunnels near Hunters Bend Elementary School. Once (1) tunnel is located beneath Hillsboro Road, and the second tunnel is located beneath Fieldstone Parkway. Per the Tennessee Department of Transportation (TDOT):

“Safe Routes to School (SRTS) is a federally-funded program focusing on the benefits of children walking and biking to school...Projects and activities are 100% federally funded; no match permitted...”

The planned improvements for tunnels at Hunters Bend Elementary School included: general repairs to the tunnels, lighting in and between the 2 tunnels, general grading, drainage improvements, installation of an emergency call box, removal of large, loose boulders around the Hillsboro Road tunnel, small retaining wall(s),

and improvements to the west entry of the Hillsboro Road tunnel.

During the design review process, TDOT staff required additional sidewalk work to comply with the Americans with Disabilities Act (ADA). The main component of this additional work involves the reconstruction of the south ramp, which leads from the tunnels to the school. The designer incorporated these required changes into the final construction plans. Profiles of the proposed sidewalk were included in the construction plans. Unfortunately, as is typical with a sidewalk, no cross-sections were provided.

On December 12, 2016, the City received and public opened bids for the construction of this project. Only two (2) bids were submitted. The apparent low bid of \$321,000.00 was submitted by Jarrett Builders, Inc. of Nashville, TN. It was staff's opinion that the low bid of \$321,000.00, while a significant increase from the original estimate, was appropriate, given the following:

- The limited quantities and variety of work items (e.g. economy of scale),
- The expanded scope of work, as required by TDOT, and
- The time between the original grant estimate and construction bidding (e.g. 4 - 5 years).

On February 14, 2017, the BOMA approved Resolution 2017-06 to award the construction contract (COF Contract No. 2014-0259) to Jarrett Builders, Inc. in the amount of \$321,000.00. A Notice to Proceed (NTP) for construction activities was issued by the City on April 13, 2017, with an effective date of April 24, 2017. This gave a contract completion date of July 24, 2017.

During late May/early June, the contractor began demolition and grading activities at the project site. Unfortunately, after this initial push, work on the project was sporadic. Crews returned to the project site on a continuous basis in July. By mid-August, crews had completed the tunnel lighting, tunnel repairs, retaining wall and tunnel façade construction, and installation of the proposed storm water pipe and inlets.

Also in August, crews began excavation for the reconstruction of the south ramp between the tunnels and the school. During an inspection, the project team halted construction to discuss concerns about potential damage to the existing retaining wall adjacent to the day care. During the same time period, a concern was voiced about the long-term maintenance of any remaining steep slopes. In an effort to stay close to the amended budget, the project team planned on installing concrete slope paving on the slope beneath the retaining wall. This slope paving would have protected the material beneath the existing retaining wall. Any other steep slopes were to be matted with permanent turf reinforcement mat and landscaped with native vegetation.

Because of the continued concern with long-term maintenance of any remaining steep slopes. Staff was directed to work on a change order to construct additional retaining walls in place of slope paving and turf reinforcement matting. The designer quickly determined that the design of the original walls could not be increased in height without significant redesign. By early September, the designer had completed the preliminary design concept and quantities for the new, higher retaining walls. After approval of this preliminary concept by the City, the designer began work on the final retaining wall design. On September 18, 2017, the project team met on-site to determine the approximate limits of the new retaining walls. Based on this information, the designer provided the City with a final set of drawings for the new retaining walls. This information was provided to the contractor on September 28, 2017 for pricing.

On Monday, October 2, 2017, the contractor provided the City with a draft change for the proposed work. That pricing is as follows:

- Removal of trees and existing retaining walls that conflict with proposed walls - Lump Sum Price of \$14,600.00
- Construction of approximately 2,041 square feet of new retaining walls at an increased height:
 - Option A (Natural stone façade to match tunnel surround) - \$332,683.00 (\$163/SF)
 - Option B (Stone form liner) - \$210,223.00 (\$103/SF)

Because of the proposed cost, staff has requested a detailed breakdown of the quantities and pricing used to develop the proposed costs. Staff is still awaiting this detailed breakdown.

Because of the rising costs, City staff requested additional funding from TDOT for this project. TDOT staff was able to secure an additional \$200,000 in federal funds for this project. A contract amendment, providing this additional funding, was approved by the BOMA at their regular meeting on September 12, 2017.

As soon as staff receives additional pricing information, a change order to construct the additional retaining walls will be presented to the BOMA for consideration. An attachment with current site pictures has been included for reference.

Financial Impact

The current and projected cost and funding breakdown this project is as follows:

WORK ITEM	SLOPE STABILIZATION	FORM LINER WALL	NATURAL STONE WALL
CURRENT PROJECT COSTS			
Design/Inspection	\$ 157,954.96	\$ 157,954.96	\$ 157,954.96
Original Bid	\$ 321,000.00	\$ 321,000.00	\$ 321,000.00
Additional Work Completed	\$ 14,200.00	\$ 14,200.00	\$ 14,200.00
SUBTOTAL	\$ 493,154.96	\$ 493,154.96	\$ 493,154.96
PROPOSED WORK			
Slope Stabilization	\$ 40,000.00	\$ -	\$ -
Additional Retaining Walls	\$ -	\$ 224,600.00	\$ 347,283.00
SUBTOTAL	\$ -	\$ 224,600.00	\$ 347,283.00
REIMBURSEMENT			
Total Project Project Cost	\$ 533,154.96	\$ 717,754.96	\$ 840,437.96
Available Federal Funds	\$ 395,650.68	\$ 395,650.68	\$ 395,650.68
TOTAL CITY RESPONSIBILITY	137,504.29	322,104.29	444,787.29

Recommendation

Staff requests direction from the BOMA regarding the preparation of change order for the construction of additional retaining walls with this project.