

ROBERT E CURRY &
ASSOCIATES, INC.
CONSULTING ENGINEERS & ARCHITECTS

September 26, 2012

Mr. Jim Waggoner, Director of Community Development
Town of Brownsburg
200 S. Green Street
Brownsburg, Indiana 46112

RE: 56th Street Roadway Improvement

Dear Mr. Waggoner,

Construction of the Grant Street and Murphy Meadows Project is nearing completion and the neighborhoods are looking very nice. We have been diligent to minimize additional costs on this project and anticipate the final construction cost will be very close to the original contract amount. Contingency funds budgeted for this project have not been utilized, and there are some needs adjacent to the project area that the Town may want to consider for use of remaining funds. This letter identifies two specific improvements that could enhance the Grant Street and Murphy Meadows Project, and provide overall benefit to the Town of Brownsburg.

56th Street is located immediately adjacent to the Grant/Murphy Meadows project area, intersecting at the north end of Grant Street. 56th Street is in very poor in this immediate area, and the poor condition continues east to Northfield Drive. We recommend consideration of roadway improvements to 56th Street in this adjacent area as a possible change order to the Grant Street and Murphy Meadows Contract with Rieth-Riley Construction Company, Inc.

We have examined this section of 56th Street and reviewed the overall condition with Rieth-Riley and the Town of Brownsburg. Rieth-Riley took core samples of the road in two locations between Grant and Northfield Drive, and took three cores across the roadway at these two locations. The cores indicate an average 6" thickness of concrete in the east-bound and west-bound drive lanes. The center turn lane has approximately 4" asphalt with an overlay of 5" white-top concrete. The 4" asphalt was the original 56th Street road. We believe the concrete sections are individually moving as cars drive along the road, creating the loud thumping noise. There are also some sections where the subgrade has failed and there is significant cracking and failure in the concrete drive lanes.

We have considered alternatives for improvements to this section of roadway. Due to the condition of the existing concrete and movement of the panels, we do not recommend a mill and fill overlay repair as a long-term improvement option. Full depth replacement of the concrete paved segment of 56th Street from the east side of Grant Street to Northfield Drive is the best alternative to provide long term service to the Town of Brownsburg. The existing 56th Street road surface from Grant Street west to S.R. 267 is full depth asphalt pavement. There are no significant subgrade failures identified in this area. We recommend a 1.5" milling and 1.5" asphalt overlay to improve the road surface in this area.

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Please find attached a proposal from Rieth-Riley for the recommended 56th Street roadway improvements. Their proposal includes keeping the existing concrete roll curb in place along the entire length between Grant Street and Northfield Drive. The full depth road replacement includes milling and removal of the top 6" of the existing road surface, which is primarily concrete. The contractor would perform full depth reclamation on the subgrade, adding soil-crete to the in-situ road-bed to stabilize the subgrade. A total of 6" asphalt pavement would then be installed with a resulting road surface to match the existing road grade. At the west end of the project area they would mill a minimum of 1.5" of the existing asphalt and overlay with 1.5" asphalt surface. The contractor's proposal includes road closure, detour routing, traffic control, pavement marking to match existing, and replacement of the impacted traffic loops at intersections.

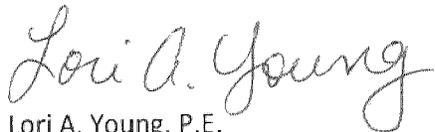
Rieth-Riley Construction Company, Inc. proposes an additional cost of \$618,987.00 to perform the described scope of work to improve 56th Street between S.R. 267 and Northfield Drive. We have closely reviewed their cost proposal and negotiated some savings which are reflected in their attached proposal. I believe this is a reasonable cost for the scope of work and improvements that will be accomplished.

I recommend approval of this change order for the 56th Street improvements contingent upon the availability of sufficient funds. The overall contract amount for the Grant Street and Murphy Meadows Project was \$7,383,624.46. The contract is currently adjusted by change orders to less than the original contract amount, and we anticipate the final contract amount will not exceed the initial bid amount. The proposed change order cost of \$618,987.00 for 56th Street improvements is equal to approximately **8.4%** of the contract amount. The contractor has offered a **deduct for \$7,000** if the Town can utilize the concrete millings. Acceptance of this deduct will reduce the cost to **\$611,987.00**.

Odell Street and Nelson Street are also located adjacent to the Murphy Meadows project area. Resurfacing of these roads is the second proposed change order. We have requested pricing from Rieth-Riley for mill and fill resurfacing of the Odell and Nelson neighborhood streets. The road surface in these neighborhoods is in poor condition and continuation of new surface pavement into this adjacent area would be beneficial. There are also a few sections of concrete curb that need to be replaced in the Nelson and Odell area. The proposed change order cost for the mill and fill resurfacing on Nelson and Odell Streets is **\$96,898.00**. This is equal to approximately **1.3%** of the Grant/Murphy Meadows Contract amount. If contingency funds are available for this additional work, I recommend approval of the change order as it will be a valuable enhancement to the overall Grant Street and Murphy Meadows Project.

Please contact me if you have any questions or concerns regarding these matters.

Sincerely,



Lori A. Young, P.E.



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56th Street Reconstruction

Project: Grant St. Utility Improvements

Date: 9/26/12

Base Bid - 6" Pavement (Grant to Northfield)

Description	Quantity	Unit	Unit Price	Extension
Mob	1.0	LS	\$ 29,500.00	\$ 29,500.00
MOT	1.0	LS	\$ 28,550.00	\$ 28,550.00
Construction Engineering	1.0	LS	\$ 6,500.00	\$ 6,500.00
Pavement Removal 6"	11,549.0	SYS	\$ 12.00	\$ 138,588.00
FDR	11,549.0	SYS	\$ 10.00	\$ 115,490.00
HMA Base 4.5"	2,859.0	TON	\$ 56.00	\$ 160,104.00
HMA Surface 1.5"	953.0	TON	\$ 73.00	\$ 69,569.00
Striping	1.0	LS	\$ 10,200.00	\$ 10,200.00
Loops	12.0	EACH	\$ 442.00	\$ 5,304.00
Detector Housings	3.0	EACH	\$ 902.00	\$ 2,706.00
			\$	566,511.00

Alternate #1 - Mill and Fill Area (Grant to St. Rd. 267)

Description	Quantity	Unit	Unit Price	Extension
2" Milling	3,912.0	SYS	\$ 4.00	\$ 15,648.00
2" HMA Surface Overlay	404.0	TON	\$ 73.00	\$ 29,492.00
Striping	1.0	LS	\$ 3,800.00	\$ 3,800.00
Loops	8.0	EACH	\$ 442.00	\$ 3,536.00
			\$	52,476.00

Undistributed Items

Description	Quantity	Unit	Unit Price	Extension
Roll Curb and Guter Rem. & Replace	100.0	LFT	\$ 70.00	\$ 7,000.00
HMA Patching (Undist.)	100.0	TON	\$ 140.00	\$ 14,000.00

Notes:

Conditions:

Pricing is based on One (1) mobilization(s); each additional will be \$3,500

Pricing includes the use of an INDOT approved HMA Type B bituminous mix.

Existing Concrete is assumed to have no reinforcing steel.

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RIETH-RILEY CONSTRUCTION Co., Inc.

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Pricing for new concrete does not include reinforcing steel.
Excludes remove and replacement of soft soils.
Rieth-Riley cannot guarantee against ponding water if the pavement slope is less than 1%.
Herbicide Treatment and Prime Coat are not included.
Taxes are NOT included
Base bid must be accepted for the alternate price to be valid.

Brian Garrett, Sr. Project Manager

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