



Local Public Agency City of Peoria	County Peoria	Route University Street	Section Number 17-00371-00-PV
---------------------------------------	------------------	----------------------------	----------------------------------

Request Number 1	<input type="checkbox"/> Final	Contractor R.A. Cullinan & Son
---------------------	--------------------------------	-----------------------------------

Address PO Box 166	City Tremont	State IL	Zip Code 61568
-----------------------	-----------------	-------------	-------------------

Date
05/10/21

I recommend that this Extension be made to the above contract.

The estimated quantities are shown below and the contractor agrees to furnish the materials and do the work at the unit prices.

Item Description	Unit of Measure	Quantity	Unit Price	Addition (A) or Deduction (D)	Total Addition	Total Deduction
-				A		\$0.00
-				A		\$0.00
-				A		\$0.00
-				A		\$0.00
-				A		\$0.00
-				A		\$0.00
-				A		\$0.00
-					\$0.00	\$0.00
Total Changes					\$0.00	\$0.00

Add Row

Total Net Change	\$0.00
Amount of Original Contract	\$5,099,248.64
Amount of Previous Change Orders	
Amount of adjusted/final contract	\$5,099,248.64

Total net deduction to date \$0.00 which is 0% of the contract price.

State fully the nature and reason for the change

An extension of time was requested by the contractor for unforeseen delays cause by contract delays day, known and unknown utility conflicts, weather and delays by the railroad. The delays added to an extra 276 days to the contract. See attached letter from the City Engineer and an email from the contractor.

When the net increase or decrease in the cost of the contract is \$10,000.00 or more, or the time of completion is increased or decreased by 30 days or more, one of the following statements must be checked:

- The Local Public Agency has determined that the circumstances which necessitate this change were not reasonably foreseeable at the time the contract was signed.
- The Local Public Agency has determined that the change is germane to the original contract is signed.
- The Local Public Agency has determined that this change is in the best interest of the Local Public Agency and is authorized by law.

Prepared By

Mandy Mooberry

Title of Preparer

Program Manager

Submitted/Approved

Local Public Agency

Date

BY:

Reth W.

5/12/21

Title:

City Manager

Stefanie Jarr
City Clerk

For a Road District project County Engineer signature required.

County Engineer/Superintendent of Highways

Date

Approved:

Illinois Department of Transportation

Regional Engineer

Date



Department of Public Works



March 11, 2021

Mr. Kensil Garnett, P.E.
Deputy Director of Highways
Region Three Engineer
Illinois Department of Transportation
401 Main Street
Peoria IL 61602-1111

Attn: Tony Sassine, PE MSCE
Local Roads Engineer

Re: 17-00370-00-PV University Street -Pioneer Parkway to Townline Road

Dear Tony:

The City of Peoria has reviewed the timeline of events that took place on the North University Street project and is not interested in pursuing any liquidated damages on this contract. We understand the importance of contract deadlines, and the impact that not meeting them can have on a project and the surrounding properties, as well as the community.

The start of this contract was delayed from anticipated September 4, 2018 until October 1, 2018 due to review and approval by the EDA. The interim completion date for Stage 3 per the contract was October 30, 2018. This delay added approximately four to six weeks to the project.

On January 2, 2019 the contractor's subcontractor had to relocate a private utility to a business that was unknown until the project began and this fire service line was discovered to during storm sewer installation. This delayed working on storm sewer items for half the month of January.

Illinois American Water Company (IAWC) had mains that needed to be relocated prior to Stage 1 of the project. On February 6, 2019 IAWC was given the lane closure to begin their relocation work. IAWC completed their work and turned the road back over to the contractor at the end of the day on March 27, 2019. This delay was almost two months that the contractor could not be working on storm sewer items to prepare for Stage 1.

A private fire service valve was broken at 8917 N. University Street. A patch was cut into the pavement for check the valve. The property owner was responsible for installing a new

3505 N. Dries Lane
Peoria, IL 61604-1210
(309) 494-8800
(309) 494-8855



valve. This patch was a punchlist item beginning December 2, 2019 that was unable to be completed until the property owner notified us that they had completed their work on July 2, 2020.

Pioneer Rail was to add two pedestrian access at the railroad crossing to allow for sidewalk installation. This work was to be completed in 2019 but the railroad did not fully commit to completing this work until spring of 2020. The railroad contractor completed the installation of the pedestrian crossings at the end of the day on May 8, 2020.

Other delays not previously mentioned include an estimate of 29 days of lost production due to individual location utility conflicts that the contractor could not anticipate, and the utility companies were unable to relocate prior to the contractor determining the conflicts in the field.

A timeline of project dates and milestones is attached as well. Let me know if you have any questions regarding this matter.

Very truly yours,

A handwritten signature in cursive script that reads "Bill Lewis".

Bill Lewis, P.E.
City Engineer



Milestone Timeline

8/16/2018 - City of Peoria Letting
8/28/2018- Award by Council
9/24/2018 – Notice to Proceed from City of Peoria after review by EDA
10/4/2018 – EDA sign installed, and message boards installed
10/11/2018 – Traffic control setup after 7 day required notification
10/12/2018 – Construction layout begins
10/17/2018 – Saw cutting and vegetation clearing begins for storm sewer installation
2/6/2019 – Winter shut down to allow Illinois American Water relocate their main.
3/11/2019 -Work resumed with electrical work for Ameren relocates
3/22/2019 – Work suspended
3/28/2019 – Traffic control switch back from IAWC closure and message boards installed
4/1/2019 – Work resumes
10/15/2019 – Original competition date
12/6/2019 – All lanes open and traffic control removed for the winter
12/12/2019 – Work suspended for winter
3/12/2020 – Message boards installed
3/16/2020 – Work resumes
5/8/2020 – Railroad completes pedestrian crossings
6/17/2020 – Significantly complete
7/17/2020 – All traffic control removed

Mandy Mooberry

From: Bill Lewis <blewis@peoriagov.org>
Sent: Wednesday, February 17, 2021 2:55 PM
To: Alwan, Simon
Cc: Mandy Mooberry; Andrea Klopfenstein; Sassine, Tony S
Subject: [External] North University Street Project

Simon,

We have talked in the past about the completion date of this project, and whether or not any liquidated damages should be assessed. After reviewing the timeline of events that took place and considering some of the delays encountered the City is not interested in pursuing any liquidated damages on this contract. We understand the importance of contract deadlines, and the impact not meeting them can have on a project and the surrounding community, but with everything considered from the delay in start waiting on the EDA approval, to the utility delays encountered, we will not be pursuing any liquidated damages.

I will be contacting UCM in the coming days to let them know, but wanted to give you guys the heads up in advance. I know you guys would have been supportive if we had chosen to pursue the liquidated damages, and that is appreciated. Thanks again, and let me know if you have any questions.

Bill Lewis, P.E.

*Assistant Public Works Director
City Engineer
Office: 309-494-8811
Mobile: 309-417-7292*

*Public Works Department
3505 N. Dries Lane
Peoria, IL 61604-1210*

*For information on COVID-19, including updates, closures, and links to resources, please visit the website www.pcchd.org.
For information regarding the City of Peoria, please visit www.peoriagov.org We thank you for your patience.*

Mandy Mooberry

From: Horst, Mark <mark.horst@ucm.biz>
Sent: Tuesday, December 15, 2020 9:02 AM
To: Bill Lewis
Cc: Mandy Mooberry; Goeken, Mike; Schmitt, Eric; Volk, Ken
Subject: University Project Time Extension
Attachments: University Extension Summary.docx

Bill,

Attached is a summary which we believe makes a valid case for the extension of the calendar days allowed to construct the University Street project between Pioneer Parkway and Townline Road. Please feel free to contact us if you have any questions regarding this submittal. We appreciate your consideration in this matter.

Mark

University Street Schedule Issues

EDA Grant Approval Issues

The following is a timeline of events that resulted from the delay in the EDA Grant Approval.

August 16, 2018 the project was let locally.

August 28, 2018 the Peoria City Council awarded the contract.

Normally it is anticipated that work would have started on September 4, 2018.

September 24, 2018 the City of Peoria issued the Notice to Proceed. This delay was due to waiting on EDA grant approval.

October 1, 2018 is the new normally anticipated start date.

October 4, 2018 the EDA signs are installed and message boards setup.

October 11, 2018 after waiting the required 7 days after the message boards are setup, traffic control is setup for layout work to begin.

October 12/15/16, 2018 layout work is performed.

October 17, 2018 work on the project began.

The contract called for Stage 3 to be completed by October 30, 2018, but we were not able to start the construction work until October 17, 2018.

Within the time frame between the normally anticipated start date of September 4, 2018 and October 11, 2018, when work was initiated with the installation of traffic control devices, there are only three days (October 1 thru October 3) that we would have normally been expected to work, that we weren't on site performing work.

The days lost between September 4, 2018 and October 1, 2018 amounted to 27 days that were added to the completion date at the end of the contract. These 27 additional days moved the completion date from October 15, 2019 to November 11, 2019. The 27 days added in late October/early November do not equate to the 27 days lost in September.

We feel that the delays created by the approval of the EDA grant resulted in a loss of much more than the 27 calendar days added to the completion date. The calendar shift took days away in a historically highly productive time of year and forced us to start the project in less productive time of year and added days to completion date in the same less productive time of year.

Staging Issues

The plans called for staging at commercial entrances to allow for continued access during construction. The staging called for in the plans had gaps at these commercial entrances being approximately 20' in length. The 20' length that was called for would not allow for the delivery trucks coming to the businesses to go in and out of the facilities. These gaps had to be lengthened to approximately 200' to allow for the turning movements.

The change in gap lengths changed the flow of work significantly and even required that some work be redone because of damage caused by the trucks making turning movements at these locations. The workflow was planned to be a mainline pavement pour with a patch at the entrance gap, but instead

resulted in a higher number of large pavement patches. This change caused reduced productivity and extended the timeline for this work.

Also, Chanute Road and Trigo Driveway required additional stages to complete the work at these locations. Staging required to maintain access at both locations required 3 or more pours, instead of the 2 pours that were originally planned based on the staging called for in the plans.

Chanute Road required 3 phases. This added at least 7 days (cure time) to this work.

Trigo Driveway required 4 phases. This added at least 14 days (cure time) to this work.

These delays resulted in a loss of a minimum of 21 days to the project timeline.

Utility Conflict Issues

The following is a timeline of utility conflicts that impacted the completion of the project and an efficient workflow.

- Apr. 24, 2019 Dug up old Ameren electric line. (Loss of 1 day.)
- May 3, 2019 Pipco found AT&T cable and gas main. Installed 5 pipes and went home b/c of conflict. (Loss of 1 day.)
- May 17, 2019 Pipco had AT&T line in way to start sewer. Should be okay by May 20, 2019. (Loss of 2 days.)
- June 6, 2019 ITV3 Fiber in subgrade. Didn't complete lowering until June 13, 2019. (Loss of 7 days.)
- June 8, 2019 AT&T cable in the way of work to be performed (Saturday). Didn't relocated cable until June 17, 2019. (Loss of 8 days.)
- June 13, 2019 AT&T box in the way but relocated for Pipco work. (Loss of 1 day.)
- July 11, 2019 Pipco had conflicts with utilities being in the way of their work. (Loss of 1 day.)
- July 16, 2019 Pipco had to change work locations because utilities were not relocated. (Loss of 1 day.)
- July 17, 2019 Pipco had to modify work because utilities were in conflict. (Loss of 1 day.)
- July 20, 2019 Pipco had to change work locations because utilities were in conflict. (Loss of 1 day.)
- July 29, 2019 Ameren power conflict. (Loss of 1 day.)
- Aug. 27, 2019 Cable found in work area and could not finish grading work. (Loss of 1 day.)
- Sep. 19, 2019 Hit unmarked cable crossing at Sta. 12+00. (Loss of 1 day.)
- Oct. 8, 2019 Hit AT&T conduit in front of PNC Bank. Cable was to have been relocated 1' below subgrade but was not. (Loss of 1 day.)
- Oct. 9, 2019 AT&T fixed conduit and buried the rest of the line. (Loss of 1 day.)

These utility conflicts resulted in a loss of a minimum of 29 days to the project timeline. The contract called for all utilities except for Peoria Greater Sanitary District to be relocated "Prior to Construction". Peoria Greater Sanitary District was to be relocated "During Construction".

Contractor Efforts

The following are efforts made by R.A. Cullinan and its subcontractors to meet the timeline called for in the contract.

Between the start of construction on October 17, 2018 and the end of 2019 work on December 6, 2019, work on the project (weather permitting) was being performed with the following timeframe exceptions:

December 21, 2018 thru January 1, 2019	(6 working days)
January 28, 2019 thru February 4, 2019	(6 working days)
February 7, 2019 thru March 8, 2019	(22 working days)
March 22, 2019 thru March 27, 2019	(4 working days)

This is a total of only 38 working days, unfit weather days not excluded, that efforts were not made to make progress on the timeline.

The City of Peoria requested that all work from curb to curb be completed by the end of 2019 and road open to 2-way traffic. They wanted all work in 2020 to be behind the curb.

The contractor and subcontractors made the following extra efforts to comply with this request:

Averaged 10.0 hours/weekday after 5/12/2019.

Worked 14 out of 25 Saturdays between June 8, 2019 and November 23, 2019.

It is our belief that R.A. Cullinan and its subcontractors made every effort to comply with the completion date provided in the contract and did meet the City of Peoria's request to have all work done curb to curb and the road open to 2-way traffic by the end of 2019. This goal was accomplished despite the delays caused by the EDA grant, staging issues, and utility conflicts.



Request for Approval of Change of Plans



Local Public Agency City of Peoria	County Peoria	Route University Street	Section Number 17-00371-00-PV
Request Number 2	<input checked="" type="checkbox"/> Final		
Contractor R.A. Cullinan & Son			
Address PO Box 166	City Tremont	State IL	Zip Code 61568
Date 05/05/21			

I recommend that this Deduction be made from the above contract.

The estimated quantities are shown below and the contractor agrees to furnish the materials and do the work at the unit prices.

Item Description	Unit of Measure	Quantity	Unit Price	Addition (A) or Deduction (D)	Total Addition	Total Deduction
- SW STORAGE CHAMBER	FOOT	14.50	\$106.090	A	\$1,538.31	\$0.00
- PCC - PP-2	CU YD	750	\$22.920	D	\$0.00	\$17,190.00
- RAILROAD FLAGGER	HOUR	300	\$100.000	D	\$0.00	\$30,000.00
- PVT MARK REM GRINDING	SQ FT	187.5	\$4.660	D	\$0.00	\$873.75
- BOX CULVERT REMOVAL	FOOT	13	\$164.220	D	\$0.00	\$2,134.86
- REM CONC END SEC	EACH	1	\$691.880	D	\$0.00	\$691.88
- INLET G-1 SPL	EACH	1	\$2,260.190	D	\$0.00	\$2,260.19
- INLET-MH G-1 8' DIA SPL	EACH	1	\$10,517.810	D	\$0.00	\$10,517.81
- CHANGE MESS SIGN, SPL	CAL M	7.95	\$27.230	D	\$0.00	\$216.48
- TEMP PVT MARK REMOVAL	SQ FT	1380	\$1.030	A	\$1,421.40	\$0.00
- TUBULAR MARKER	EACH	2	\$98.400	D	\$0.00	\$196.80
- SS TY 1, WMQ 10"	FOOT	1.2	\$119.710	D	\$0.00	\$143.65
- SS TY 1, WMQ 12"	FOOT	1.1	\$23.950	D	\$0.00	\$26.34
- SS TY 1, WMQ 15"	FOOT	28.5	\$42.700	A	\$1,216.95	\$0.00
- SS TY 1, WMQ 18"	FOOT	0.2	\$49.280	A	\$9.86	\$0.00
- SS TY 1, WMQ 21"	FOOT	120	\$47.480	D	\$0.00	\$5,697.60
- SS TY 1, WMQ 24"	FOOT	90.5	\$101.030	A	\$9,143.22	\$0.00
- SS TY 1, WMQ 30"	FOOT	0.1	\$155.360	D	\$0.00	\$15.54
- SS TY 2, WMQ 42"	FOOT	67	\$214.290	D	\$0.00	\$14,357.43
- TREE REMOVAL (6-15 DIA)	UNIT	20	\$42.350	D	\$0.00	\$847.00
- NITRO FERT NUTR	LBS	162	\$3.330	D	\$0.00	\$539.46
- PHOSP FERT NUTR	LBS	162	\$3.330	D	\$0.00	\$539.46
- POTAS FERT NUTR	LBS	162	\$3.330	D	\$0.00	\$539.46
- SUPPLEMENTAL WATERING	UNIT	10	\$92.250	D	\$0.00	\$922.50
- R&D UNSUITABLE MATL	CU YD	61.20	\$24.230	A	\$1,482.88	\$0.00
- TRENCH BACKFILL	CU YD	782.4	\$67.550	D	\$0.00	\$52,851.12
- GEO FAB STABILIZATION	SQ YD	3893.30	\$1.350	D	\$0.00	\$5,255.95
- TOPSOIL F&P	SQ YD	266.60	\$3.310	D	\$0.00	\$882.45
- SODDING SALT TOLERANT	SQ YD	237.1	\$8.460	D	\$0.00	\$2,005.87
- TEMP EROSION SEEDING	LBS	540	\$1.920	D	\$0.00	\$1,036.80
- TEMP DITCH CHECKS	FOOT	275	\$15.380	D	\$0.00	\$4,229.50
- PER EROSION BARRIER	FOOT	1339.5	\$3.990	D	\$0.00	\$5,344.60

Item Description	Unit of Measure	Quantity	Unit Price	Addition (A) or Deduction (D)	Total Addition	Total Deduction
- AGG BASE CRSE TY A 12"	SQ YD	580.45	\$15.470	D	\$0.00	\$8,979.56
- AGG BASE CRSE TY B 4"	SQ YD	369.47	\$8.820	A	\$3,258.73	\$0.00
- AGG BASE CRSE TY B 8"	SQ YD	13.70	\$13.000	D	\$0.00	\$178.10
- AGG FOR TEMP ACCESS	TON	65.37	\$41.010	A	\$2,680.82	\$0.00
- BIT MATL (PRIME)	LBS	119	\$1.580	D	\$0.00	\$188.02
- POLY BIT MATL (TACK)	LBS	81.3	\$3.120	D	\$0.00	\$253.66
- HMA SURF REM BUTT JOINT	SQ YD	62.6	\$43.610	D	\$0.00	\$2,729.99
- TEMP RAMP	SQ YD	68	\$21.370	D	\$0.00	\$1,453.16
- HMA BCR IL-19.1, N50	TON	134	\$145.390	D	\$0.00	\$19,482.26
- HMA SURF CRS MIX C N50	TON	55.70	\$181.830	D	\$0.00	\$10,127.93
- PCC PAVT 8" (JOINTED)	SQ YD	109.50	\$54.320	A	\$5,948.04	\$0.00
- PCC PAVT 10" (JOINTED)	SQ YD	18.70	\$102.900	D	\$0.00	\$1,924.23
- PCC DRIVEWAY PAVT 8"	SQ YD	165.67	\$72.460	A	\$12,004.45	\$0.00
- PAVEMENT REMOVAL	SQ YD	222.50	\$8.760	A	\$1,949.10	\$0.00
- DRIVEWAY PAVT REMOVAL	SQ YD	89.20	\$10.670	A	\$951.76	\$0.00
- CURB REMOVAL	FOOT	10.4	\$8.810	A	\$91.62	\$0.00
- COMB CURB & GUTTER REM	FOOT	21.90	\$5.720	D	\$0.00	\$125.27
- MEDIAN REMOVAL	SQ FT	388.1	\$2.810	D	\$0.00	\$1,090.56
- CL D PATCHES TY I 8"	SQ YD	47	\$83.840	D	\$0.00	\$3,940.48
- CL D PATCHES TY II 8"	SQ YD	17	\$80.790	D	\$0.00	\$1,373.43
- CL D PATCHES TY III 8"	SQ YD	25	\$77.870	D	\$0.00	\$1,946.75
- CL D PATCHES TY IV 8"	SQ YD	33	\$74.810	D	\$0.00	\$2,468.73
- PIPE CULVERT REMOVAL	FOOT	79.70	\$13.260	A	\$1,056.82	\$0.00
- PIPE CUL TY 1 ERS 60	FOOT	0.6	\$191.740	D	\$0.00	\$115.04
- PIPE CUL TY 1 12" TEMP	FOOT	6	\$22.030	D	\$0.00	\$132.18
- PIPE CUL TY 1 15" TEMP	FOOT	68	\$19.640	D	\$0.00	\$1,335.52
- SS CL A TY 1 12"	FOOT	1.3	\$27.750	D	\$0.00	\$36.08
- SS CL A TY 1 15"	FOOT	31.70	\$31.940	D	\$0.00	\$1,012.50
- SS CL A TY 1 18"	FOOT	1.6	\$42.150	D	\$0.00	\$67.44
- SS CL A TY 1 21"	FOOT	0.9	\$69.300	D	\$0.00	\$62.37
- SS CL A TY 1 24"	FOOT	0.7	\$54.020	D	\$0.00	\$37.81
- SS CL A TY 1 30"	FOOT	1	\$79.630	A	\$79.63	\$0.00
- SS CL A TY 1 36"	FOOT	0.3	\$82.320	A	\$24.70	\$0.00
- SS CL A TY 2 18"	FOOT	0.3	\$41.190	D	\$0.00	\$12.36
- SS CL A TY 2 24"	FOOT	92.20	\$46.140	D	\$0.00	\$4,254.11
- SS CL A TY 2 30"	FOOT	0.6	\$68.480	D	\$0.00	\$41.09
- SS REMOVAL 10"	FOOT	0.7	\$3.510	D	\$0.00	\$2.46
- SS REMOVAL 12"	FOOT	18.4	\$5.070	D	\$0.00	\$93.29
- SS REMOVAL 15"	FOOT	53.0	\$5.600	D	\$0.00	\$296.80
- INLET & PIPE PROTECTION	EACH	59	\$113.370	D	\$0.00	\$6,688.83
- SUBBASE GRAN MATL TY B	CU YD	61.2	\$42.710	A	\$2,613.85	\$0.00
- SS REMOVAL 18"	FOOT	23.80	\$6.590	A	\$156.84	\$0.00
- SS REMOVAL 21"	FOOT	0.3	\$6.750	D	\$0.00	\$2.02
- SS REMOVAL 24"	FOOT	1	\$8.070	D	\$0.00	\$8.07
- SS REMOVAL 42"	FOOT	102	\$13.600	D	\$0.00	\$1,387.20
- WATER VALVES ADJUSTED	EACH	22	\$366.950	D	\$0.00	\$8,072.90
- DOM METER VLTS ADJUSTED	EACH	3	\$1,168.500	D	\$0.00	\$3,505.50

-	DOM WATER SRV BOX ADJUST	EACH	1	\$794.380	D	\$0.00	\$794.38
-	CLSM	CU YD	11.5	\$70.290	D	\$0.00	\$808.34
-	PIPE UNDERDRAIN TY 1 4"	FOOT	34.80	\$15.440	A	\$537.31	\$0.00
-	PIPE UNDERDRAIN TY 2 6"	FOOT	285.1	\$18.970	A	\$5,408.35	\$0.00
-	MH TA 5'-DIA TY 1 F, OL	EACH	1	\$3,982.130	D	\$0.00	\$3,982.13
-	MH TA 8'-DIA TY 1 F, CL	EACH	1	\$10,170.580	D	\$0.00	\$10,170.58
-	INLET TB TY1 F, OL	EACH	2	\$1,388.880	D	\$0.00	\$2,777.76
-	INLET TB TY1 F, CL	EACH	3	\$1,542.630	A	\$4,627.89	\$0.00
-	CATCH BASIN ADJUSTED	EACH	1	\$656.000	D	\$0.00	\$656.00
-	MANHOLE ADJUST	EACH	1	\$666.250	A	\$666.25	\$0.00
-	FILLING MANHOLES	EACH	1	\$430.500	D	\$0.00	\$430.50
-	COMB CC&G TY B-6.12	FOOT	136.5	\$30.720	D	\$0.00	\$4,193.28
-	COMB CC7G TY B-6.18	FOOT	80.5	\$25.930	A	\$2,087.36	\$0.00
-	CONC MEDIAN SURFACE 4"	SQ FT	245.9	\$5.190	D	\$0.00	\$1,276.22
-	ENG FIELD OFFICE	CAL M	17	\$2,147.280	D	\$0.00	\$36,503.76
-	TEMP PAVT MARK L&S	SQ FT	6.1	\$18.710	D	\$0.00	\$114.13
-	TEMP PAVT MARK 4"	FOOT	4802.60	\$1.080	A	\$5,186.81	\$0.00
-	CURB REFLECTORS	EACH	7	\$12.850	D	\$0.00	\$89.95
-	REMOVING INLETS	EACH	1	\$553.500	D	\$0.00	\$553.50
-						\$0.00	\$0.00
-						\$0.00	\$0.00
-	100% City					\$0.00	\$0.00
-	PM FLASH BEACON INSTALL	EACH	6	\$4,151.250	D	\$0.00	\$24,907.50
-	AGG BASE CRSE TY B 4"	SQ YD	678.10	\$8.820	D	\$0.00	\$5,980.84
-	BIT MATLS (PRIME)	LBS	6021	\$1.580	D	\$0.00	\$9,513.18
-	POLY BIT MATLS (TACK)	LBS	964	\$3.120	D	\$0.00	\$3,007.68
-	HMA BCR IL-19.0, N50	TON	19.4	\$145.390	D	\$0.00	\$2,820.57
-	HMA SURF CRS MIX C N50	TON	12.80	\$181.830	D	\$0.00	\$2,327.42
-	PCC SIDEWALK 4"	SQ FT	350.75	\$5.430	D	\$0.00	\$1,904.57
-	DETECTABLE WARNINGS	SQ FT	111.5	\$22.740	D	\$0.00	\$2,535.51
-	CLSM	CU YD	1	\$70.290	A	\$70.29	\$0.00
-	COMB CC&G, TY B.6-18	FOOT	0.10	\$25.930	A	\$2.59	\$0.00
-	CONC MEDIAN SURFACE 4"	SQ FT	6.80	\$5.190	D	\$0.00	\$35.29
-	ELECTRIC SERVICE INSTALL	EACH	1.00	\$3,397.880	D	\$0.00	\$3,397.88
-	UG CONDUIT, PVC, 5"	FOOT	447.00	\$38.950	D	\$0.00	\$17,410.65
-	UG CONCUIT, CO NONM 2"	FOOT	109.20	\$9.070	D	\$0.00	\$990.44
-	EC 600V (XLP-TY USE) 1/C 10	FOOT	5918.10	\$0.940	A	\$5,563.01	\$0.00
-	EC 600V (XLP-TY USE) 1/C 8	FOOT	1003.4	\$1.040	D	\$0.00	\$1,043.54
-	EC 600V (XLP-TY USE) 1/C 4	FOOT	998.70	\$1.600	D	\$0.00	\$1,597.92
-	LIGHT POLE FDN, 24"	FOOT	12.10	\$225.500	D	\$0.00	\$2,728.55
-	LIGHT POLE FND, 30"	FOOT	2.50	\$266.500	D	\$0.00	\$666.25
-						\$0.00	\$0.00
-						\$0.00	\$0.00
-	EDA/EDP/CITY					\$0.00	\$0.00
-	TEMP PVT 6" PCC	SQ YD	786.00	\$59.050	A	\$46,413.30	\$0.00
-	STORM SEWER CHANGES	\$	45254.06	\$1.000	A	\$45,254.06	\$0.00
-	RR FLAGGER	\$	3780.00	\$1.000	A	\$3,780.00	\$0.00
-	SS, TY 1, WMQ, 20"	FOOT	119.50	\$47.480	A	\$5,673.86	\$0.00
-	SUBGRADE IMPROVE	\$	3380.51	\$1.000	A	\$3,380.51	\$0.00
-	CONC REPAIRS	\$	2924.89	\$1.000	A	\$2,924.89	\$0.00

- MISC SEED	L SUM	4702.00	\$1.000	A	\$4,702.00	\$0.00
-					\$0.00	\$0.00
- 100% CITY					\$0.00	\$0.00
- UG COND PVC 5 BORED	LIN FT	590.50	\$66.670	A	\$39,368.64	\$0.00
- WATER RELOCATE	\$	29010.08	\$1.000	A	\$29,010.08	\$0.00
- SPARE UG COND 2	LIN FT	1178.80	\$8.000	A	\$9,430.40	\$0.00
- RRFB INSTALLED	EACH	6.00	\$5,735.000	A	\$34,410.00	\$0.00
- UTILITY CONFLICTS	\$	8728.10	\$1.000	A	\$8,728.10	\$0.00
- ROADWAY MAINTENANCE	\$	917.22	\$1.000	A	\$917.22	\$0.00
- CONC PATH 4"	SQ FT	2078.10	\$3.960	A	\$8,229.28	\$0.00
- AMEREN SERV CHANGE	EACH	1.00	\$6,296.030	A	\$6,296.03	\$0.00
- TY A SERV INSTALL	EACH	1.00	\$5,717.640	A	\$5,717.64	\$0.00
-					\$0.00	\$0.00
Total Changes					\$324,014.85	\$385,960.52

Add Row

Total Net Change	(\$61,945.67)
Amount of Original Contract	\$5,099,248.64
Amount of Previous Change Orders	
Amount of adjusted/final contract	\$5,037,302.97

Total net deduction to date (\$61,945.67) which is -1.21% of the contract price.

State fully the nature and reason for the change
Balancing Final Quantities.

When the net increase or decrease in the cost of the contract is \$10,000.00 or more, or the time of completion is increased or decreased by 30 days or more, one of the following statements must be checked:

- The Local Public Agency has determined that the circumstances which necessitate this change were not reasonably foreseeable at the time the contract was signed.
- The Local Public Agency has determined that the change is germane to the original contract is signed.
- The Local Public Agency has determined that this change is in the best interest of the Local Public Agency and is authorized by law.

Prepared By Mandy Mooberry Title of Preparer Program Manager

Submitted/Approved

Local Public Agency BY: *[Signature]* Date 5/12/21
 Title: City Manager

Stephanie Jarr
City Clerk

For a Road District project County Engineer signature required.

County Engineer/Superintendent of Highways _____ Date _____

Approved: **Illinois Department of Transportation**
 Regional Engineer _____ Date _____