



Date of Memo: September 14, 2022  
Current Meeting: September 15, 2022  
Board Meeting: September 22, 2022

**BOARD MEMORANDUM**

**TO:** Indianapolis Public Transportation Corporation (IPTC) Board of Directors  
**THROUGH:** President/CEO Inez P. Evans  
**FROM:** Project Manager – Civil Design Matt Duffy  
**SUBJECT:** Consideration and approval of Change Order #1 for IndyGo Red Line Hot Mix Asphalt (HMA) and Portland Cement Concrete Pavement (PCCP) Maintenance Project

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**ACTION ITEM A – 2**

**RECOMMENDATION:**

It is requested that the Board authorize IPTC’s CEO to execute Change Order #1 for the IndyGo Red Line Hot Mix Asphalt (HMA) and Portland Cement Concrete Pavement (PCCP) Maintenance Project not to exceed \$350,000.

**BACKGROUND:**

The Board approved the Red Line HMA and PCCP Maintenance project construction contract in March 2022 with Rieth-Riley as the prime contractor; work started in April 2022 and is anticipated to be complete in July 2023.

The project includes full-depth and partial-depth asphalt pavement patching along Red Line bus lanes, concrete bus pad replacement at Red Line stations, and installation of rub rail on the Red Line bus station platforms. The locations and level of patching (partial vs. full depth) needed was determined in Fall 2021 and based on a visual assessment of the areas of cracking, potholes, and rutting at that time.

**DISCUSSION:**

This change order is necessary to conduct the additional asphalt patching needed to respond to current pavement and subgrade conditions. Once construction began and the contractor started to excavate the pavement, it became apparent that existing limits of pavement restoration needed to be expanded. The extents of a patching project often vary from what was bid as conditions between the time of bidding and the time of construction can be quite lengthy. This is unfortunately typical in Indianapolis it has a particularly harsh freeze/thaw cycle.

Having gone through another winter and spring season, the areas of need have grown. Additionally, some new areas that were planned for partial depth have been determined to need full depth patching based on either additional deterioration or a shallower-than-expected layer of surface asphalt.

Lastly, there were areas where trolley tracks have been encountered underneath the existing asphalt. These items should be replaced when encountered so that they don’t affect longevity of new pavement.

This change order covers the costs for additional full and partial depth patching on Capitol Avenue and Shelby Street.

**ALTERNATIVES:**

If the Board chooses not to proceed with this work at this time, the pavement will continue to deteriorate. Potholes will result, which will cause additional wear and tear to the BRT buses and other vehicles and risk greater damage to tires and axles. The work could be delayed, if desired, but cannot be eliminated. It is more financially efficient to conduct this work while the contractor is on-site, which is why it is preferred to perform the work under the current contract.

**FISCAL IMPACT:**

Funds to execute this project, and this change order, are being transferred from other portions of the Capital Budget. The request to transfer funds will be brought to the Board at the final 2022 Board meeting in December.

**DBE/XBE DECLARATION:**

No federal funds are being used for this project so there is no DBE requirement. XBE participation remains the same as approved with the original contract.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

This action will be reviewed by the Finance Committee on September 15, 2022.