



Date of Memo: December 07, 2022
Current Meeting: December 08, 2022
Board Meeting: December 15, 2022

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Chief Development Officer Jennifer Pyrz
SUBJECT: Consideration and approval of additional funding for IndyGo Red Line Hot Mix Asphalt (HMA) and Portland Cement Concrete Pavement (PCCP) Maintenance Project

ACTION ITEM A – 6

RECOMMENDATION:

It is requested that the Board authorize additional funding for the IndyGo Red Line Hot Mix Asphalt (HMA) and Portland Cement Concrete Pavement (PCCP) Maintenance Project in an amount not to exceed \$385,000.

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. The first request for additional funding to complete needed patching work was authorized by the Board in September 2022 for \$350,000.

DISCUSSION:

IPTC’s construction engineering consultant is responsible for monitoring construction and assessing and recommending the need for changes in project scope. These additional funds, as necessary, will be used to reimburse the contractor for work on Capitol Avenue and Shelby Street, at the Ivy Tech/Fall Creek station on Meridian Street, and on College Avenue at 46th Street, that the construction engineering consultant directed the contractor to perform and that IPTC agrees was necessary for the continued satisfactory performance of the Red Line BRT. As with the previous request, the need for this increase in required patching was determined based on observed field conditions. Poor subgrade conditions are likely the culprit of the pavement’s increased deterioration between the time that design was completed, and construction started. The final amount to be authorized and paid by IPTC for this patching work remains subject to ongoing analysis and verification as to the correct, compensable quantities that were placed. As such, any approvals and payments by IPTC from these authorized funds will be made with full reservation of IPTC’s rights and remedies.

All HMA and PCCP repair activities have been completed along Shelby Street and Capitol Avenue as of November 13, 2022. Work will begin on the remaining segments of Meridian Street and College Avenue in 2023, with the exception of work at the Ivy Tech / Fall Creek station on Meridian Street, which has already been completed, and work at College Avenue and 46th Street, which is scheduled to be conducted before the end of 2022.

ALTERNATIVES:

If the Board chooses not to approve this request, IPTC staff will revise the project scope of work by eliminating some of the planned 2023 activities. This would mean delaying concrete bus pad repairs and/or HMA patching along the College Avenue and Meridian Street corridors until a future date or moving some work into a separate project for future procurement.

FISCAL IMPACT:

Funds to fulfill this request would be transferred from other portions of the Capital Budget where underspending has occurred. 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 December 08, 2022.