



WK: 208-354-0245
 djohnson@co.teton.id.us

Public Works Department
MEMORANDUM

150 Courthouse Drive
 Driggs, ID 83422

DATE December 6, 2024

TO: Board of County Commissioners
 FROM: Teton County Public Works Director – Darryl Johnson, PE, PLS
 SUBJECT: W4000N Change Order No. 2: Quantity Adjustment Explanation

The purpose of this memorandum is to provide details involved with the change in material quantities proposed in Change Order No. 2 for the W4000N Road Reconstruction Project.

W4000N was awarded to the low bid, Action Excavation, in September of 2024. Project scope of work includes 1.5 mile road reconstruction and paving. Action’s bid based on estimated quantities was \$1,448,973.80.

The project is being constructed using GPS controlled equipment. Once equipment was on site and calibrated, it was quickly discovered that the design model was inefficient because it involved significant excavation of existing material before importing better structural material. Teton County adjusted the design profile to minimize roadway excavation efforts. The change in quantities and project costs are outlined in the table below.

Item No.	Descriptoin	Unit	Bid Quantity	C.O. 2 Quantity	Quantiy Change	Unit Price	Amount Change
4	Excavation	CY	3,765	705	(3060)	\$ 35	\$ (107,100)
5	Seeding Preparation	Acre	1.9	2.4	1.5	\$ 7,500	\$ 11,250
6	Seeding Class G	Acre	1.9	2.4	1.5	\$ 5,800	\$ 8,700
10	Type A Pit Run	CY	7,260	14,808	7,548	\$ 27	\$ 203,796
	SWPP Extension						\$ 9,600
TOTAL							\$ 126,246

There is a pit run quantity discrepancy between digital terrain model calculated quantities and quantities based on tickets submitted by the contractor. Public Works worked with Action Excavation to confirm the material unit weight and acceptable shrink/swell factors applied to ticket tonnage. The proposed change order quantity is a compromised average between calculated model quantity and ticket quantity.

Added Seedbed prep and seeding quantities are a result of the profile adjustment. The road design was raised to minimize excavation work which resulted in the improvement catch line being extended to existing grade.

The final item listed on the change order has to do with the Stormwater Prevention Plan. The project was extended into spring of 2025 because fall temperatures had dropped below a point where paving is not recommended. The contractor will grade the improved road corridor in the spring and then 3” of asphalt pavement will be applied once temperatures have reached an acceptable range.

In the future Public Works will investigate incorporating a specification that clearly outlines that quantities will be measured by modeling pre and post construction conditions. That should significantly reduce quantity discrepancies.