

Contractor: Brothers' Construction Inc.  
Project: Palm Beach Isles Bridges  
CORB Project #18097  
June 1<sup>st</sup>, 2021

## **GRAND BAHAMA REDESIGN SUMMARY**

This document provides a summary of the Request for Change Order (RFCO) submitted by Brothers' Construction, Inc. (BCI) for the impacts and additional efforts related to, and as a result of the redesign of the Grand Bahama Lane Bridges.

### **RFCO Value and Breakdown**

The value of the RFCO is \$983,831.04 in accordance with the attached Project Bid Form/Schedule of Values (ATTACHMENT 1). The RFCO also includes a 115 calendar day Time extension to the end date of the Contract. The significant components of the RFCO are detailed on Pages 2 thru 4, and their approximate relative percentages are as follows:

1. Installation and removal of the south temporary bridge deck	28%
2. Additional MOT, Mobilization, and Utility efforts	21%
3. Additional BCI costs due to postponed Work and changed schedule	19%
4. Impact to BCI during redesign efforts	12%
5. Additional overhead since project duration extended (~3 months)	10%
6. Additional cost for resident security and landscape mitigations	6%
7. Bridge material escalation costs	4%
	100%

### **History and Timescale of the Project and Redesign**

The City of Riviera Beach (CORB) issued the ITB in late May 2020, and published through an addendum that Award would be made in July, and NTP issued approximately August 10, 2020 (ATTACHMENT 2). The CORB received bids June 25<sup>th</sup>, and BCI was announced as apparent low bidder at the time of the public opening. BCI was in contact with the CORB throughout the summer anticipating the award. The CORB ultimately awarded the project and executed the Contract on October 7<sup>th</sup>, 2020 (ATTACHMENT 3).

BCI had significant interest in the Project at the time of bid, and provided an extremely competitive bid, since BCI's backlog of work on hand was relatively low, the published award date was almost immediately after the bid opening date, and the project offered the opportunity to work at several of the bridge sites in January 2021, enabling BCI and all bidders to efficiently schedule and overlap resources and work multiple crews. The ability and timing to work simultaneously at both the Island Drive Bridges and Grand Bahama Lane Bridges was confirmed in Addendum #2 Q/A (ATTACHMENT 4). BCI submitted its best bid to the CORB in the amount of \$4,039,405.00, based on the bid documents and the ability to work and schedule the Project as identified in the bid documents. BCI's bid was approximately 13% and 19% more economical than bidders #2 and #3 respectively based on the Bid Tabulations (ATTACHMENT #5).

The Preconstruction Conference for the Project was held on October 15, 2020, and it was at this time that BCI was notified by the CORB and its ENGINEERS (Alan Gerwig and Associates, Inc (AGA) and Erdman-Anthony (E-A)) that there was an ongoing issue with the design of the Grand Bahama Lane Bridges, and that the scope of work shown in the Contract documents was going to be changed. BCI reiterated during the preconstruction conference discussions that it had based its bid on mobilizing to Grand Bahama Lane to start and overlap Island Drive Work in early March 2021 (ATTACHMENT #6). There were no concerns voiced by the ENGINEERS or the CORB, and no indication was provided that the Grand Bahama Lane bridges would not start as scheduled. The work sequence and schedule dates were reiterated by BCI in a follow up email dated October 19, 2020 (ATTACHMENT #7).

Several months passed and the Project Team was focused on starting work at Island Drive. There were general brief discussions related to the Grand Bahama Redesign effort, but it was not until the progress meeting held on January 25, 2021 that the ENGINEERS announced that the redesign plan set would not be available until end of March, 2021 (ATTACHMENT #8). This disclosure prompted BCI to draft and send Letter #01, dated January 28, 2021, in which the ENGINEERS and the CORB were notified that the delay in the Grand Bahama Redesign would impact BCI and the Project (ATTACHMENT #9). BCI drafted and sent Letters #02 and #03 to the ENGINEERS and CORB in March and April detailing and providing the actual impact costs (ATTACHMENTS #10 and #11).

BCI received the conceptual Grand Bahama Redesign drawing sets from the ENGINEERS during the week of April 26<sup>th</sup>, and sent its Request for Change Order to the ENGINEERS and the CORB on May 14<sup>th</sup>, 2021, as part of Letter #04 (ATTACHMENT #12). The conceptual plan set was provided a month later than anticipated due to ongoing issues with the residents and utility companies.

### **Details of the Request for Change Order**

The significant items and approximate proportions of the RFCO are listed in the Breakdown shown on Page 1 of this document, Items 1 thru 7. The following is a general description of each:

1. Installation and removal of the south temporary bridge deck  
The redesigned bridge now requires that a temporary structure is constructed and removed on the south side of the work area. The temporary pile supported structure is constructed to allow traffic to temporarily cross the bridge while the permanent northern structure is built, and then is later removed since it is built within the footprint of a Temporary Construction Easement (TCE). This requirement is a result of the residents directly adjacent to the bridge requiring that the permanent bridge structure be constructed within the ROW limits (however the Work does include reconstruction of concrete caps along the seawall outside of the ROW).
2. Additional MOT, Mobilization, and Utility efforts  
The new scope of work requires additional maintenance of traffic, utility relocates, and general costs typically charged to mobilization (QC testing, engineering, bonds, insurances, movement and staging of resources). BCI has also been forced to setup a separate staging area due to the changes in schedule and sequencing - see ATTACHMENT #13 – Staging Area at Sunset Lane.

3. Additional BCI costs due to postponed Work and changed schedule

BCI based its bid on the ability to Work simultaneously at both Island Drive Bridges and Grand Bahama Lane Bridges, and start Work at Grand Bahama Lane Bridges in March 2021 – both necessary to avoid idle periods associated with traffic and utility switches, and to effectively utilize its crews and equipment. BCI had no other choice but to modify its schedule in late March due to the unanticipated and extended efforts of the ENGINEERS to redesign the Grand Bahama Lane bridges (ATTACHMENT #14). The construction of all bridges has now become a nearly linear activity due to the effort required for the redesign, and the construction of the Grand Bahama Lane Bridges has become less productive since occurring nearly 6 months later (ATTACHMENT #15).

BCI will be strained to commit the same resources during the period of the modified schedule, and similar components of the bridges will be more costly to construct. This is largely due to (1) recent changes to BCI's available labor, and the overall labor market, (2) escalations and availability issues related to labor costs and most materials, (3) BCI having been awarded other work (ATTACHMENTS #16, Drayton Island, and #17, Buena Vista Pier), and (4) subcontractors and materials becoming more scarce, costly, and harder to schedule.

4. Impact to BCI during redesign efforts

BCI's heavy equipment has been idle since March since the redesign has prevented work from starting at Grand Bahama Lane Bridges as scheduled – see Letter #01, Attachment #9, and Letters #02 and 03, Attachments #10 and 11. BCI has not requested additional compensation for idle and underutilized labor costs that have resulted from the redesign efforts, and loss of overlapping activities.

5. Additional overhead since project duration extended

Based on the requirements and timing of the redesign plan set and modified scope of work, the anticipated completion date of the Project is now May 2022, extended from the original completion date of February 2022. The modifications and efforts are detailed in the Updated/Modified CPM Schedule (Attachment #18). The additional overhead costs include field supervision, project management, subsistence, travel time, and similar related project expenses.

6. Additional cost for resident security and landscape mitigations

BCI, the ENGINEERS, and the CORB have met with the residents immediately adjacent to the bridges. The residents have specific requirements to (1) allow the Temporary Construction Easements and south side temporary bridge construction, and (2) work to be performed on the seawall concrete caps outside of the ROW and within their private property. Their requirements are related to safety, privacy, and protection of property, and include temporary privacy fencing, landscaping, fence replacement, and similar property safeguard features.

7. Bridge material escalation costs

There have been significant material escalations that have occurred since the bid date. BCI has strong relationships with its vendors, subcontractors, and suppliers, and has been able to negotiate firm pricing throughout the Project for most items. The exception is that the supplier of the precast concrete items (piles, panels, deck slabs) has had a significant cost increase in production and shipping, and though willing to hold pricing for Island Drive components, has required a cost increase for the components associated with Grand Bahama Bridges since occurring so much later than anticipated.

**Closing**

BCI appreciates the opportunity to work along side E-A, AGA, and the CORB on this Project. We also appreciate the CORB's thorough and reasonable review of this RFCO, and hope that all parties agree it is a fair proposal and the additional Work will move forward. The timing is critical – this RFCO should be accepted by July 1<sup>st</sup>, 2021. There are at least 4 weeks of planning and coordination that is yet to come between BCI and the ENGINEERS related to temporary utility relocations, traffic control, shop drawings and submittals, and final plans preparations, so Work at Grand Bahama Lane Bridges can start in early August. Additionally, these dates and activities must proceed as mentioned, and depicted in the modified CPM schedule to allow efficient use of BCI's heavy equipment and resources (required for the bridge demolition and foundation construction) to transition from Island Drive Bridges in late August/early September.

We look forward to continuing a thus far successful effort in our partnership with the CORB, the ENGINEERS, and the local residents of Palm Beach Isles.