



CITY OF KINGMAN COMMUNICATION TO COUNCIL

TO: Honorable Mayor and City Council

FROM: Robert Petrillo

MEETING DATE: August 4, 2026

AGENDA SUBJECT: Approval of Change Order - 002 for Flying Fortress Parkway Phase II Project (Contract #: ENG-25-0079)

SUMMARY:

General

Change Order - 002 is a no-cost change order to memorialize changes in quantities resulting from field adjustments and modifications which have taken place during the course of construction. This change order includes both quantity increases and decreases, resulting from work added and work items reduced or eliminated completely.

Quantity Reductions / Work Deleted

Over the course of construction, it has become apparent that the design engineer failed to delete several bid items which were no longer included in this project scope, after last-minute changes to project limits, etc., were made, mainly related to the negotiations with ADOT over the location of the interface between their (Pulice) project and our City project.

Bid items which were not used during construction of the City project include:

- 18" Slotted Drain - \$ 24,300
- 12" Corrugated Metal Pipe - \$ 25,650
- D50 = 4" Rip Rap - \$ 108,100
- Remove Chain link Fence - \$ 5,832

In addition, one bid item quantity that was constructed on this project ended up being considerably reduced from the bid quantity:

- Concrete Channel Lining - \$ 68,199

A small savings was realized from changes to a box culvert cut-off wall and wingwall foundation, necessitated by conflicts with existing utilities. - \$ 5,160.75

The already existed MAG Curb and Gutter and Median Single Curb for STA 215+00 up to Grand Canyon Intersection was also decreased due to changing these items to ADOT standards:

- Concrete Curb and Gutter, MAG Det 220 (Modified) - \$ 43,932
- Single Curb, MAG Det 222 (Modified) -\$ 27,000

The total of the above cost reductions is \$ 308173.75

In addition, over half of the \$210,000 item for removal and replacement of unsuitable material remains unused, with work where such removal of unsuitable subgrade material might be needed being virtually completed. The \$ 114,796 remaining unused is being credited in this change order only in the amount necessary (\$ 42,366.75) to balance cost savings with cost increases, to create a “no cost” change order. The remainder (\$ 72,429.25) is being held in reserve to offset any possible cost increases encountered during the remaining month and-a-half of construction. It is anticipated that a sizeable amount of the remaining balance will be left at the end of the project, resulting in the project coming in under budget.

Quantity Increases / Work Added

Increases to bid quantities involve mainly PCCP pavement area and related subgrade preparation area, median curb, concrete island nose, and PVC conduits, plus addition of a new item for extruded concrete curb. These are all related to the addition of left-turn channels at the Diamond Joe Road intersection.

On May 5, 2026, Council adopted Ordinance 1998, establishing construction standards and limitations on access to the Flying Fortress Parkway. Among the provisions in that ordinance was the limitation of full left-turn access to future signalized intersections located at half-mile spacings on the section lines (“mile points”) and mid-section lines (“half-mile points”). Diamond Joe Road is located on the mid-section line, a half mile south of Airway Avenue, and is therefore one of these future signalized intersections with full left-turn access.

During the course of construction, it became apparent that it would be much more economical, more efficient, safer, and less disruptive to traffic to construct these turn lanes now, rather than at a future date after the parkway is open to traffic. Incorporating this additional work into the current large-scale PCCP paving operation, instead of being done later as a separate small-scale project, realizes savings in unit price of PCCP (“economy of scale”) and eliminates a second mobilization for concrete paving on a small separate project.

In addition, constructing the turn lanes after the parkway is open to traffic would create a cramped, unsafe work site between two lanes of moving traffic. In fact, this may not realistically be possible, from both a safety standpoint and just the logistical reality that it may not be possible to get equipment, workers, and construction materials into the turn lane location without closing one or both lanes of the parkway (or constructing a detour).

Clearly, constructing the left-turn lanes as part of the current large-scale PCCP paving operation will result in lower PCCP costs, eliminate a later second mobilization, and avoid the dangerous prospect of working in a cramped space between two lanes of moving traffic (or closure of the parkway during construction or the need to construct a bypass detour). Conduits for the future traffic signal, as well as to provide for possible future street lighting and/or landscaping in the medians is also being included, as it is being included at all other intersection locations throughout the project.

Individual item cost increases are as follows:

• PCCP pavement	+ \$ 151,800
• Concrete Median Nose	+ \$ 4,052
• Concrete Median Paving	+ \$ 17,960
• Concrete Curb and Gutter, ADOT	+\$ 53,607.5
• Median Single Curb, ADOT	+ \$ 61,295
• 7 Pull Box	+ \$ 2,744
• 3" PVC Conduit	+ \$ 36,982
• Extruded Concrete Curb	+ \$ 22,100

The total cost increase for these items is \$ 350,540.5

FISCAL IMPACT:

There will be no fiscal impact.

STAFF RECOMMENDATION:

Staff recommends approval of the Change Order - 002.

SUGGESTED MOTION:

Staff recommends approval of the Change Order -002.

ATTACHMENTS:

[ENG Department Presentation - Flying Fortress Project - CO - 002.pptx](#)
[FFP-Change Order - 002.pdf](#)