

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION



MEMORANDUM

TO: Darren Gray, County Manager

THROUGH: John Slot, Public Works Director *JS*

FROM: Ted Holmes, P.E., Chief Construction Engineer *TH*

DATE: June 27, 2025

SUBJECT: Request for Payment – Central Florida Environmental, Inc. – CC-5761-24/MAG
Lake Mary Boulevard at Country Club Road Intersection Improvements

During the installation of various storm drainage components for the project, the contractor, CFE, Inc., identified multiple critical utility conflicts and elevation discrepancies. These unforeseen issues required substantial adjustments to the original construction plans to ensure the storm drainage system functioned correctly and aligned with existing infrastructure. The Engineer of Record (EOR) subsequently redesigned specific elements to accommodate the existing utilities.

CFE, Inc. completed the necessary work to avoid project delays and in accordance with industry standards. As the requested Change Order exceeds 5% of the original contract amount approved by the Board of County Commissioners (BCC), it requires Board approval for the work already completed.

Project Start: 10/7/2024
Project Cost: \$2,915,290.75
Amount Requested: \$261,531.52
New Total: \$3,176,822.27 (8.97% over Original Contract Amount)



**Entitlement Analysis
Package A&B
Contract No. CC-5761-24
Lake Mary Blvd & Country Club Rd Intersection - Seminole County Project
Change Order # 02**

Description of Issue: The drainage plans have been updated to resolve the conflict with existing utilities.

Background:

During the installation of various storm drainage components, multiple critical utility conflicts and elevation discrepancies were identified by the CFE crew. These issues necessitated significant adjustments to the original plans to ensure the proper functioning and alignment of the storm drainage system with existing infrastructure. The Engineer of Record (EOR) had to redesign certain elements to accommodate the existing utilities.

Issues Encountered:

1. Drainage Installation (RFI#4):
 - Utility Conflicts: The presence of a 10-inch water main and a gas main near the proposed S-1; S-2 and S-4 storm inlet locations.
 - Feasibility: Relocation of these utilities was deemed excessively time-consuming and potentially infeasible.
 - Redesign: The EOR had to redesign the drainage to accommodate the existing utilities.
2. S-6 Precast Inlet Top Installation (RFI#6):
 - Elevation Discrepancy: The final road elevation would be approximately 10 inches higher than the current road surface due to a different existing storm pipe elevation shown on the plans compared to what was surveyed.
 - Resolution: Forgo the pre-designed precast top and instead cast a custom concrete top in place over the S-6 storm inlet to ensure alignment with the existing pavement elevation.
3. S-7 to S-8 Storm Pipe Installation (RFI#7):
 - Utility Conflicts: Encountered direct conflicts with an 8-inch PVC water main and an AT&T conduit, neither of which had been identified during the utility locate process.
 - Resolution: Remove the already installed 16-LF of 15-inch RCP and adjust the storm pipe's alignment to avoid the conflicts. Modification to S-8 top as required and approved by EOR through RFI #7.
4. S-8 Inlet Top Installation (Field Adjustment Work):
 - Elevation Discrepancy: Recognized a substantial difference in the inlet top elevation and the roadway elevation.
 - Resolution: Raise the S-8 inlet approximately 8 inches +/- and reset the S-8 top.

Conclusion:

The change order entitlement is warranted due to unexpected utility conflicts and elevation discrepancies encountered during installation. The proposed solutions, such as custom concrete



tops and storm pipe realignment, are essential to ensure the storm drainage system functions correctly and aligns with existing infrastructure. The negotiation added 77 days for unforeseen conditions, 4 days for holidays, and 10 weather days, totaling 91 days to the project timeline.

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Prepared on: Friday, May 9, 2025