

## City Council – Action Request Form

**Date:** August 12, 2025

**To:** Mayor, Mayor Pro Tempore, and Members of the City Council

**From:** Charles Hendrick, Engineering Manager  
Aaron King, Assistant City Manager

### Council Action Requested:

Consideration of a Resolution Approving a Contract Change Order with Smith-Rowe, LLC for the Construction of Meadowlark Drive Widening Project (West Ward)

Ordinance Amending the Project Budget Ordinance for the Fiscal Year 2025-2026

**Strategic Focus Area:** Good Government

**Strategic Plan Objective:** GG4: Maintaining and updating infrastructure and facilities

### Summary of Information:

In December 2020, the City of Winston-Salem entered into an agreement with Smith-Rowe, LLC in the amount of \$7,685,944.11 for the construction of Meadowlark Drive Widening Project (C-5620H). This project was for improvements to Meadowlark Drive between Country Club Road and Robinhood Road, which included a center turn lane, a multiuse path and sidewalks. This work was required to help improve traffic flow, reduce congestion, and improve safety and accessibility for non-vehicular forms of transportation along Meadowlark Drive. These improvements were needed to alleviate existing traffic congestion resulting from the additional residential development that has taken place over the last decade.

This project was part of the 2014 GO Bonds approved by voters. Design began in 2015 and was completed by 2018. The first time this project was bid was in July 2018; however, the bids exceeded the available budget and were rejected because they appeared to be unjustifiably high

### Committee Action:

Committee	P/W 8/12/2025	Action	Approval
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For	Unanimous	Against	
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**Remarks:**

when compared to other construction within the City and throughout the state. In 2019, the City received additional funding from the Federal Highway Administration (FHWA) in the form of a Congestion Mitigation and Air Quality (CMAQ) grant. With these additional funds, the project was rebid in the fall of 2020.

Project overruns can be attributed to design-related challenges, design change for the islands near the entrance to the schools, unsuitable soils and allowing the contractor to move from a phased approach to constructing the project to completing one side of the road at a time. This change in project delivery was not in line with the final construction plans or estimates, but was allowed as an effort to accelerate the completion of the project. This change required more temporary asphalt and continual repairs throughout the length of the project; a 160% increase in milling of asphalt to remove temporary asphalt and for proper grade tie-ins; additional stone for the deep drainage crossings. This one side at a time approach required the contractor to maintain driveways through several winters. Some driveways were designed too steep per NCDOT standards, requiring a redesign and additional costs to tie into the new profile of the road. During construction the contractor has encountered excessively wet soils, requiring additional excavation work to remove the bad soils and the need for more select material to back fill the roadbed. The change to constructing one side at a time doubling the number of days for required flaggers. Some bid items such as asphalt binder is paid per NCDOT standards based on existing price, which fluctuates according to fuel costs.

To cover the cost of the additional work and increased price of materials, a change order is requested to the contract with Smith-Rowe, LLC. Previously approved change orders have increased the contract amount to \$8,157,944.11. This change order is for a not to exceed amount of \$560,000.00 bringing the total contract value to \$8,717,944.11. Remaining fund balance from the completed Concrete Streets Rehabilitation project will provide additional money to cover this change order. This project was scheduled for completion on October 24, 2023 but was not completed until March 28, 2025. Per the executed construction contract, the City is currently holding \$522,000.00 in liquidated damages.