

Variance Explanations – 2013

Project	Variance		Explanation
FL14	-3,640,460	70% over	<ol style="list-style-type: none"> 1. Instead of trenching through the Travel Center of America Truck Stop parking lot as planned, it was determined to directionally bore to avoid the canal which had serious structural concerns. Because of the bore, it was necessary to relocate a bird cage near the truck stop. 2. There were considerable unplanned requirements for zinc mats and zinc ribbon. (The zinc components are used for cathodic protection) 3. Significant scope changes were introduced after the initial budget was determined. 4. Right of way costs were higher than expected.
FL41	1,441,800	16% under	<ol style="list-style-type: none"> 1. Environmental mitigation was not as severe as expected. 2. QGC employee expenses were lower than expected.
FL50	-891,596	17.8% over	<ol style="list-style-type: none"> 1. Weather conditions slowed work. 2. Use of silt fence, clean-up and hydro-seeding costs were higher than expected.
FL8	-1,241,023	7.5% over	<ol style="list-style-type: none"> 1. Material disposal and waste management costs were higher than anticipated.
FL20	1,289,696	23.4% under	<ol style="list-style-type: none"> 1. Initial plans called for spanning the Weber River. Problem solving initiatives allowed for open trenching on the river. 2. Creative construction techniques reduced costs of work in tight spaces in the residential areas.
FL36	1,044,310	16.1% under	<ol style="list-style-type: none"> 1. Underspent because work began later than originally planned, being delayed in part by environmental challenges.
FL11	1,548,642	67.3% under	<ol style="list-style-type: none"> 1. Funds are for conceptual portion of project, which is on hold pending negotiations with Kennecott and UDOT. Expenses include design and materials costs.
FL18	1,985,139	99.3% under	<ol style="list-style-type: none"> 1. Other than initial design and planning, project is on hold pending negotiations with HAFB.