

DRAFT Final Change Order Number One

AIRPORT Lawrence Municipal **DATE** March 30, 2009

LOCATION Lawrence, Kansas **AIP PROJECT NO.** 3-20-0047-14

CONTRACTOR Hamm, Inc.

You are requested to modify the following described work upon receipt of an approved copy of this document or as directed by the engineer:

Item No.	Description	Unit	Unit Price	Quantity Adjustment	Amount
Schedule I					
P-100b	Re-Mobilization	L.S.	\$5,080.00	1	\$5,080.00
P-156a	Silt Fence	L.F.	\$4.20	1,146	\$4,813.20
P-156b	Haybales	L.F.	\$7.25	253	\$1,834.25
P-610	Concrete Pad for Gas Line	L.F.	\$70.00	-50	-\$3,500.00
D-701c	30" RCP FES (Change to 36" RCP FES)	Ea.	+\$325.00	2	\$650.00
L-108a	Cable, 1/C #8, 5kV, L-824C	L.F.	\$5.50	50	\$275.00
L-108b	Cable, 1/C #6 Bare Copper Counterpoise	L.F.	\$4.25	25	\$106.25
L-108c	Cable, 1/C #8, 600V THWN	L.F.	\$3.10	32	\$99.20
L-108d	Cable, 1/C #10, 600V Green Ground	L.F.	\$3.00	16	\$48.00
L-110	1-Way, 2-inch PVC Duct (DEB)	L.F.	\$12.70	28	\$355.60
T-901	Seeding	Acre	\$930.00	-1	-\$930.00
This Change Order Total		\$8,831.50			
Previous Change Order(s) Total		0.00			
Original Contract Amount		\$443,678.00			
Revised Contract Total		\$452,509.50			

The time provided for completion in the contract is not changed. This document shall become an amendment to the contract and all provisions of the contract will apply.

Recommended by:

_____ _____
 Engineer Date

Accepted by:

_____ _____
 Contractor Date

Approved by:

_____ _____
 Owner Date

NOTE: Change Orders require FAA approval prior to construction, otherwise no Federal participation can be granted.

JUSTIFICATION FOR CHANGE

1. Brief description of the proposed contract change(s) and location(s).

- A. Add the cost of re-mobilization due to the work on the project being temporarily stopped due to the discovery of a previously unknown water and phone line on the northern side of the project, This adds item P-100b,
- B. Increase Silt Fence and Haybale quantities by 1,146 and 253 Linear feet, respectively to actual amounts used for erosion control. This affects items P-156a & P-156b.
- C. Remove the Concrete Pad for the gas line from the project. This affects items P-610.
- D. Change the 30" RCP F.E.S. to a 36" RCP F.E.S. Increase the cost of this item by \$325.00 per each to account for the increased cost from a 30" RCP F.E.S. to a 36" RCP F.E.S. This affects item D-701c
- E. Increase the cable and duct lengths, due to the increased actual distance between the junction boxes on the south side of the project. This affect items L-108a, L-108b, L-108c, L-108d, and L-110.
- F. Decrease the seeding quantity by 1 Acre, to the actual amount used. This affects item T-901

2. Reason(s) for the change(s)

- A. During design two phone lines and a water line were not known to exist in an area on the northern side of the project, adjacent to the Southern Star gas line. The lines were not marked during the utility locates prior to the design survey. Therefore these utility lines were not identified on the plans. Prior to construction start the contractor also called Kansas One Call to have the utilities marked, and the phone lines and water line were again not marked on site. During construction the contractor hit a phone line that was abandoned and also discovered the two phone lines and water line adjacent to the Southern Star gas line. Work was halted in order to let the utility companies relocate the lines. This caused a substantial delay to the project which required the contractor to mobilize his equipment to another project. Once the lines had been relocated the contractor had to re-mobilize the equipment back to the project. The cost associated with this change is the direct cost for moving equipment back to the site. The attached spreadsheet shows the exact costs for the re-mobilization.
- B. The increase in the silt fence and haybales quantities is need to provide enough erosion control for the work site until the site is stabilized. Extra amounts above the plan quantities were needed during the time period the project was stopped, and due to the time period the seeding was completed, which was during the winter.
- C. The concrete pad was originally included in the bid for the Southern Star gas line for the west ditch crossing over it. After the Southern Star completed its design of the relocation of the gas line, which was after the bid opening of the grading project, they elected to lowered the entire gas line, which removed the need for the concrete pad over the gas line at the western intersection of the new ditch.
- D. The plans indicated to install 2 new 30" RCP F.E.S for a pipe under Taxiway "A". During construction the pipe was discovered to be a 36" pipe which required the use of 36" F.E.S. The contractor had bid \$575.00 each for the new 30" RCP F.E.S. The difference in cost from a 30" RCP F.E.S. to a 36" RCP F.E.S. is \$325.00.
- E. The cable and duct run for the homerun circuits between Runway 15-33 and Taxiway "A" required relocation due to the new grades of the safety area. Existing junction boxes exist near the edges of the pavement of the runway and taxiway. The plans called for reinstalling the duct and cable at a lower elevation so the new grades for the safety area would not interfere with the lines. The estimated length between the junction boxes was 300 feet. The actual distance was slightly longer, likely due to the vertical elevation changes. Therefore the quantities are increased to represent the actual lengths of cable and duct used to relocate the lines.

- F. The seeding quantity was estimated for the stockpiled areas for certain sizes, shrink and actual construction size of the stockpiled areas slightly reduced the amount of area to be seeded.

3. Justifications for unit prices or total cost.

- A. The remobilization cost was charged at \$150 per hour for 12 hours for Lowboy and Trailer usage and \$205 per hour for 16 hours for John Deere Tractors and Scraper usage. The times were the re-mobilization times for the usage of the equipment. These rates are consistent with typical construction rates and are justified. No additional costs for labor were used in the cost for remobilization.
- B. The Silt Fence and Haybales were quantity changes only.
- C. The concrete pad removal was only a quantity change, there is no unit cost difference.
- D. The increase in cost from the 30" RCP F.E.S. to the 36" RCP F.E.S. was justified to the engineer by the contractor providing an invoice from the pipe manufacturer. The original bid cost for the 30" RCP F.E.S. was \$575.00, this included the installation and cost of the pipe. The new cost of the 36" RCP F.E.S. is \$570.00 for the pipe and \$330.00 for installation for a total of \$900.00 each. The difference in cost is \$325.00 per F.E.S.
- E. The changes to cable and duct were only quantity changes, there area not unit cost changes.
- F. The change to the seeding in only a quantity change, there is not a unit cost change.

4. The sponsor's share of this cost is available from:

The sponsor's share is available from the City of Lawrence.

If this is a supplemental agreement involving more than \$2,000, is the cost estimate based on the latest wage rate decision? Yes No Not Applicable .

Has consent of surety been obtained? Yes Not Necessary .

Will this change affect the insurance coverage? Yes No .

If yes, will the policies be extended? Yes No .

9. Has this Change Order One been discussed with FAA officials?
Yes No When 3/09 With Whom Mike Rottinghaus.

Comment _____

LAWRENCE AIRPORT				
DOUGLAS COUNTY				
DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
ADDITIONAL MOVE-IN AND OUT DUE TO UTILITY CONFLICTS				
LOWBOY AND TRAILER	12.00	HR	150.00	1,800.00
CAT 16 BLADE (IN AND OUT 4 HR)	-		-	-
CAT D-6 DOZER (IN AND OUT 4 HR)	-		-	-
CAT 330 HOE (IN AND OUT 4 HR)	-		-	-
	-		-	-
JOHN DEERE TRACTORS & SCRAPERS (INCLUDING OPERATORS)	16.00	HR	205.00	3,280.00
	-		-	-
4 EACH (MOVE IN AND OUT 4 HR)	-		-	-
	-		-	-
			TOTAL MOVE IN AND OUT	5,080.00