

Date of Issuance: 11/20/2023	Effective Date: 11/27/2023
Owner: City of Brookings	Owner's Contract No.: 2023-04STI
Contractor: Timmons Construction Inc.	Contractor's Project No.:
Engineer: Civil Design Inc	Engineer's Project No.: 2022-111
Project: 22 nd Avenue Phase 2 Reconstruction Project	Contract Name:

The Contract is modified as follows upon execution of this Change Order. Final payment for all unit price Bid items will be based on actual quantities, determined as provided in the Contract Documents.

Description:

Add A-4: Remove Asphalt Surfacing +93 SY @ \$4.25/SY = +\$395.25
Add A-5: Remove Concrete Curb and Gutter +120 LF @ \$2.65/LF = +\$318.00
Add A-6: Remove Concrete Pavement +93 SY @ \$13.17/SY = +\$1,224.81
Add A-7: Remove Concrete Sidewalk +45 SY @ \$2.36/SY = +\$106.20
Subtract A-18: Aggregate Base Course (Sidewalk & Driveways) -74 Ton @ \$24.63/Ton = -\$1,822.62
Subtract B-11: Temporary Storm Sewer -Lump Sum @ \$1,495.00 = -\$1,495.00
Add B-21: F&I Storm Sewer Lid +1 Each @ \$300.00 = +\$300.00
Add C-1: Concrete Curb and Gutter +120 LF @ \$19.35/LF = +\$2,322.00
Subtract C-2: 8" PCC Fillet and Valley Gutter -28 SY @ \$97.70/SY = -\$2,735.60
Add C-4: Epoxy Pavement Marking Paint, 4" White +225 LF @ \$0.96/LF = +\$216.00
Subtract C-6: Thermoplastic Pavement Marking, Arrow -2 EA @ \$224.00/EA = -\$448.00
Add C-10: Colored Concrete Boulevard +56 SF @ \$9.70/SF = +\$543.20
Add C-11: 6" Miscellaneous PCC Pavement +80 SY @ \$63.14/SY = +\$5,051.20
Add C-12: 5" Concrete Sidewalk / Shared Use Path +355 SF @ \$6.88/SF = +\$2,442.40
Subtract C-14: Asphalt Concrete Composite -352 Ton @ \$191.70/Ton = -\$67,478.40
Add C-14a: Asphalt Concrete Composite (RFP-3) +341 Ton @ \$145.00/Ton = +\$49,445.00
Subtract D-1: Temporary Tracking Control Entrance -4 EA @ \$3,106.50/EA = -\$12,426.00
Subtract D-2: Concrete Washout Area -1 EA @ \$1,387.50/EA = -\$1,387.50
Subtract D-3: Silt Fence -30 LF @ \$8.63/LF = -\$258.90
Add D-6: Mulching +0.5 Ton @ 3,001.50/Ton = +\$1,500.75
Add D-7: Permanent Seed Mixture +161 LB @ \$19.26/LB = +\$3,100.86
Add D-8: Fertilizer +288 LB @ \$1.80 = +\$518.40
Add E-9: Traffic Control Adjustments on 08/23/2023 +Lump Sum @ \$980.00 = +\$980.00
Subtract F-5: Temporary Traffic Signal System -Lump Sum @ \$53,985.80/EA = -\$53,985.80
Add F-44: Traffic Signal Head Adjustment +Lump Sum @ \$500.00 = +\$500.00
Add G-1: 8" PCC Pavement +98 SY @ \$65.27/SY = +\$6,396.46
Subtract G-2: Aggregate Base Course -1,538 Ton @ \$19.08/Ton = -\$29,345.04
Add G-4: Grooving for Pavement Marking, 4" +235 LF @ \$0.44/LF = +\$103.40
Subtract G-5: Grooving for Pavement Marking, Arrow -2 EA @ \$57.50/EA = -\$115.00
Subtract H-2: Imported Engineered Fill Material -616 Ton @ \$16.10/Ton = -\$9,917.60
Subtract H-3: Water Service Pipe Bedding Material -4 LF @ \$13.80/LF = -\$55.20
Subtract H-4: 6" Water Main Pipe Bedding Material -62 LF @ \$16.10/LF = -\$998.20
Subtract H-5: 8" Water Main Pipe Bedding Material -6 LF @ \$16.10/LF = -\$96.60
Add H-6: 12" Water Main Pipe Bedding Material +7 LF @ \$19.08/LF = +\$133.56
Subtract H-7: 16" Water Main Pipe Bedding Material -9 LF @ \$21.80/LF = -\$196.20
Add H-8: 20" Water Main Pipe Bedding Material +8 LF @ \$28.75/LF = +\$230.00
Subtract H-9: Trench Stabilization Material -108 Ton @ \$43.70/LF = -\$4,719.60
Subtract H-13: 1" Water Service -4 LF @ \$34.50/LF = -\$138.00
Subtract H-20: 6" PVC Water Main Pipe -62 LF @ \$69.00/LF = -\$4,278.00
Subtract H-21: 8" PVC Water Main Pipe -6 LF @ \$74.75/LF = -\$448.50
Subtract H-22: 12" PVC Water Main Pipe -3 LF @ \$90.47/LF = -\$271.41
Subtract H-23: 12" RJ PVC Water Main Pipe -20 LF @ \$133.20/LF = -\$2,664.00
Subtract H-24: 16" PVC Water Main Pipe -9 LF @ \$136.25/LF = -\$1,226.25

Add H-25: 20" PVC Water Main Pipe +8 LF @ \$266.40/LF = +\$2,131.20
Subtract H-26: 6" Gate Valve – BMU Furnished -1 EA @ \$416.25/EA = -\$416.25
Subtract H-28: 12" Gate Valve – BMU Furnished -1 EA @ \$555.00/EA = -\$555.00
Subtract H-29: 16" Gate Valve – BMU Furnished -1 EA @ \$888.00/EA = -\$888.00
Subtract H-32: 8"X6" Water Main Reducer – BMU Furnished -1 EA @ \$333.00/EA = -\$333.00
Subtract H-36: 12"X12"X6" Water Main Tee – BMU Furnished -1 EA @ \$555.00/EA = -\$555.00
Subtract H-40: 16"X16"X12" Water Main Tee – BMU Furnished -1 EA @ \$943.50/EA = -\$943.50
Add H-43: 6" 11.25 Degree Water Main Bend – BMU Furnished +1 EA @ \$277.50/EA = +\$277.50
Subtract H-46: 12" 90 Degree Water Main Bend – BMU Furnished -1 EA @ \$610.50/EA = -\$610.50
Add H-49: 12" Water Main Cap – BMU Furnished +2 EA @ \$115.00/EA = +\$230.00
Subtract H-51: 20" Blow-off Assembly – BMU Furnished -1 EA @ \$2,725.00/EA = -\$2,725.00
Subtract H-52: 6" Coupling Adapter – BMU Furnished -1 EA @ \$1,221.00/EA = -\$1,221.00
Add H-53: 8" Coupling Adapter – BMU Furnished +1 EA @ \$1,443.00/EA = +\$1,443.00
Subtract H-54: 12" Coupling Adapter – BMU Furnished -4 EA @ \$1,776.00/EA = -\$7,104.00
Add H-57: 16"X36" Anchor Coupling Adapter – BMU Furnished +4 EA @ \$555.00/EA = +\$2,220.00
Subtract H-58: 20"X36" Anchor Coupling Adapter – BMU Furnished -1 EA @ \$666.00/EA = -\$666.00
Subtract H-59: Flowable Fill -40 LF @ \$103.50/EA = -\$4,140.00
Subtract I-1: 6" Sanitary Sewer Plug -1 EA @ \$115.00/EA = -\$115.00
Subtract I-2: 8"X6" Sanitary Sewer WYE -1 EA @ \$3,330.00/EA = -\$3,330.00
Subtract I-4: 8" Sanitary Sewer Coupling -2 EA @ \$402.50/EA = -\$805.00
Subtract I-6: 6" Sanitary Sewer Service -46 LF @ \$172.50/LF = -\$7,935.00
Subtract I-7: 8" PVC Sanitary Sewer Main Pipe -6 LF @ \$86.25/LF = -\$517.50
Subtract J-15: Conduit – 6" PVC Duct -6 LF @ \$45.43/LF = -\$272.58
Subtract K-1: Dewatering -31.5 HR @ \$500.00/HR = -\$15,750.00
Add K-2: Water Main Trench Protective Liner +1 EA @ \$3,850.00/EA = +\$3,850.00
Subtract K-4: Additional Hydroseeding -1 LS @ \$6,000.00/LS = -\$6,000.00
Subtract K-8: Remove Trench Box & Set Up Dewatering -8 DAY @ \$3,350.00/DAY = -\$26,800.00

Subtract K-9: Liquidated Damages: 18 Days @ \$900.00/Day = -\$16,200.00

Total Subtract \$208,410.56

Items A-4, A-5, A-6 & A-7: Asphalt and curb & gutter removal limits on Derald Drive were modified to allow for installation of a fire hydrant farther west than shown on the original plans. The driveway was removed at 2150 Derald Drive due to the observed poor condition of the concrete driveway. All removal quantities are being modified for as-built quantities, including all minor field adjustments made.

Item A-18: The quantity of base course is being adjusted to reflect the total installed as determined by weight tickets provided by the Contractor.

Item B-11: Temporary storm sewer was not required due to changes in the phasing that allowed storm sewer to be installed from the downstream end to the upstream end. The original temporary storm sewer bid item was being provided for an anticipated temporary tie-in required between Phases 3 & 4.

Item B-21: An existing storm casting did not have a grate. This bid item is being added to furnish and install a cast iron grate.

Item C-1: Additional curb & gutter installed on Derald Drive as noted previously. The quantity revision includes all other minor changes between the estimated plan quantity and the actual final quantity.

Item C-2: The quantity reduction includes the removal of the valley gutter on the west side of the 22nd Avenue & Orchard Drive intersection. This valley gutter was installed as 8" PCC Pavement.

Item C-4: The quantity is being adjusted to the actual quantity installed.

Item C-6: Two arrows for the right turn lane at Orchard Drive were already thermoplastic and did not require replacement.

Items C-10, C-11 & C-12: An as-built survey was completed to determine concrete surfacing areas. Revisions included field changes to tie-in locations on the side streets, and field revisions to driveway sawcut lines based on the condition of the existing driveways. One area was infilled with colored concrete south of the railroad tracks. An area was infilled with sidewalk at Derald Drive as requested to reduce maintenance. Two additional driveways were added: at 2150 Derald Drive as explained previously and at 328 22nd Avenue for installation of a water service.

Items C-14 & C-14a: Final asphalt quantities are being adjusted based on weight tickets provided by the Contractor. The unit bid price for asphalt was modified with RFP-3 and included a city requested change to the asphalt specifications. The specification change resulted in a lower unit bid price. All asphalt placed after August 9th was paid at the revised unit bid price under bid item C-14a.

Item D-1: Due to the dry weather conditions, the temporary tracking control entrances were not required.

Item D-2: A concrete washout was not installed by the Contractor. Washout was done offsite or at other Contractor designated locations.

Item D-3: Less silt fence was required than anticipated due to dry weather conditions during construction.

Items D-6, D-7, & D-8: Additional mulching, seeding, and fertilizer was required due to additional areas disturbed adjacent to 3-M for the soil management plan, an underestimation of the seeding area required to restore the temporary access drive, and miscellaneous increases along the entire corridor. The additional quantities are based on the total seed quantities placed as provided by the subcontractor that completed the work.

Item E-9: After the partial opening of the 22nd Avenue and 8th St S intersection, traffic control adjustments were requested on 08/23/2023 so that detour traffic would not be routed down Southland Lane to 12th St S. With the combined traffic from the intermediate school and Boys & Girls Club, it was determined to be a benefit to the public to redirect traffic to utilize the 22nd Avenue & 8th St S intersection.

Item F-5: Temporary traffic signals were not required on the project. This bid item was originally included to allow for the temporary traffic signals to be placed prior to the delivery of the permanent traffic signals, which would allow the street to be opened. Based on previous project experiences, long lead times on traffic signal products resulted in projects not being able to open on time. Lead times have improved, and alternative materials were determined and accepted for miscellaneous traffic signal products that were delayed. See added Bid Item F-43 that was included with Change Order 2 and RFP #4.

Item F-44: Due to a minor location change of the traffic signal footing in the southwest quadrant of the 22nd Avenue & Orchard Drive intersection resulting from a conflict with a BMU electrical duct, the sign provided did not fit between the traffic signal heads. The traffic signal head location required adjustments to allow for the installation of the sign. This bid item is being added as a lump sum cost for the adjustments completed.

Item G-1: An as-built survey was completed to determine the area of 8" PCC Pavement installed on this project. Additional area was installed on Derald Drive to replace the pavement removed with the revised location of a fire hydrant. Minor field edits were also made on side streets based on field observations.

Item G-2: The aggregate base course quantity placed under the roadway is being revised to the final quantity based on weight tickets provided by the Contractor. It was anticipated that some additional base course would be required for subgrade stability, and some additional base course being required during rain events. The weather conditions were dry, and the subgrade performed better than anticipated. This resulted in a lower quantity than estimated.

Item G-4 & G-5: The grooving required for the edits to the pavement markings is being modified. See related bid items C-4 & C-6.

Items K-1, K-2, K-4, & K-8: The quantities required for the soil management plan are being revised to the actual quantities performed. Due to dry/favorable weather and groundwater conditions, the amount of dewatering required was less than originally anticipated. See RFP-2 Revised and Change Order 1 for original estimated quantities and explanation of work.

Item K-9: Liquidated Damages: The Orchard Drive intersection was to be paved with concrete and opened to east-west traffic by August 7, 2023. Liquidated damages are \$900.00 per calendar day. This intersection had appropriate strength to open to traffic on August 21st, resulting in 14 days in Liquidated Damages. The 8th St S intersection was to be opened to southbound and westbound traffic by August 17th with the intersection being complete with concrete and asphalt. This intersection was opened to traffic on August 22nd resulting in 4 days in Liquidated Damages.

Section H, I, & J: All items in Sections H, I, & J are being modified (add or subtract) to be consistent with the BMU prepared final quantities included on BMU Pay Request No. 7-Final.

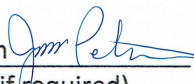
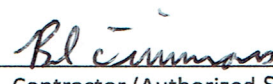
Attachments: None

CHANGE IN CONTRACT PRICE	CHANGE IN CONTRACT TIMES
Original Contract Price: \$ 4,045,199.65	Original Contract Times: Substantial Completion: <u>October 27, 2023</u> Ready for Final Payment: <u>November 17, 2023</u>
Change from previously approved Change Orders: +\$ 178,279.29	Change from previously approved Change Orders: Substantial Completion: <u>September 22, 2023***</u> Ready for Final Payment: <u>October 13, 2023</u> <i>**Revisions were also made to interim completion dates per CCO1.</i>
Contract Price prior to this Change Order: \$ 4,223,478.94	Contract Times prior to this Change Order: Substantial Completion: <u>September 22, 2023</u> Ready for Final Payment: <u>October 13, 2023</u>
Decrease of this Change Order: \$ 208,410.56	No Change with this Change Order: Substantial Completion: <u>September 22, 2023</u> Ready for Final Payment: <u>October 13, 2023</u>
Contract Price incorporating this Change Order: \$ 4,015,068.38	Contract Times with all approved Change Orders: Substantial Completion: <u>September 22, 2023</u> Ready for Final Payment: <u>October 13, 2023</u>

RECOMMENDED:

ACCEPTED:

ACCEPTED:

By: <u>Jason Petersen</u> 	By: _____	By: <u>Bl. Carmona</u> 
Engineer (if required)	Owner (Authorized Signature)	Contractor (Authorized Signature)
Title: <u>Project Engineer</u>	Title: _____	Title: <u>President</u>
Date: <u>11/20/2023</u>	Date: _____	Date: <u>11/20/2023</u>