

CHANGE ORDER APPROVAL FORM

PROJECT: CR-108 Milling & Resurfacing

CHANGE ORDER NUMBER: 07

DATE: 08/24/09

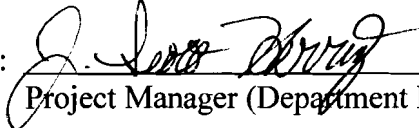
CONTRACT NUMBER: CM1395

TO CONTRACTOR: APAC Southeast

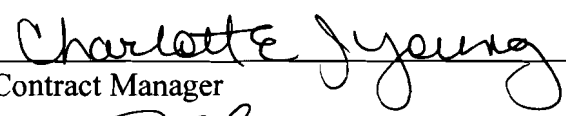
Reason for Change Order: Recommended by APAC – All parties agreed that this proposal would result in a better product in the field and help eliminate the potential for problems associated with milling. Paving change: Add leveling; Delete milling; Allow RAP (savings). Paving changes approved by Ghyabi & Associates (05/28/09)

Original Contract Sum.....	\$	<u>3,206,312.87</u>
Net Change by Previous Change Order/Supplemental Agreement.	\$	<u>(319,910.05)</u>
Contract Sum Prior to This Change Order.....	\$	<u>2,886,402.82</u>
Amount of This Change Order (Add/Deduct).....	\$	<u>(5,269.08)</u>
New Contract Sum Including this Change Order.....	\$	<u>2,881,133.74</u>


Net Increase(decrease) of days for this change order: 0 day (Substantial Completion: 08/16/09; Final Completion: 08/30/09)

APPROVED BY: 
Project Manager (Department Head)


DATE: 8/25/09

APPROVED BY: 
Contract Manager

DATE: 8/25/09

APPROVED BY: 
Director of Office of Management & Budget

DATE: 8/26/09

APPROVED BY: 
County Coordinator

DATE: 8/26/09

SECTION 00 63 63

CHANGE ORDER

Instructions on 00 63 63-2

No: 007

PROJECT: **CR-108 Milling & Resurfacing**

DATE OF ISSUANCE: EFFECTIVE DATE:

NASSAU COUNTY BOARD OF COUNTY COMMISSIONERS

COUNTY Contract / Purchase Order No: CM 1395

CONTRACTOR: APAC SE - First Coast Division ENGINEER / ARCHITECT: Ghyabi & Assoc (EOR); Wilbur Smith Assoc (CEI)

You are directed to make the following changes in the Contract Documents:

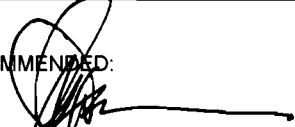
Description: *Paving change: Add leveling; Delete milling; Allow RAP (savings)*

Reason for Change Order: *Recommended by APAC - All parties agreed that this proposal would result in a better product in the field and help eliminate the potential for problems associated with milling*

Attachments (List documents supporting change): *Calc sheets; Request letter; Standard Index sheets; Measurement sheet*

CHANGE IN CONTRACT PRICE:	CHANGE IN CONTRACT TIMES:
Original Contract Price: \$ 3,206,312.87	Original Contract Times: 124 Substantial Completion: August 9, 2009 Ready for Final Payment: August 23, 2009 (days or dates)
Net change from previous Change Orders No. 001 to No. 006 \$ (340,766.98)	Net change from previous Change Orders No. 001 to No. 006 7 (days)
Contract Price prior to this Change Order \$ 2,865,545.89	Contract Times prior to this Change Order Substantial Completion: August 16, 2009 Ready for Final Payment: August 30, 2009 (days or dates)
Net Increase (decrease) of this Change Order \$ (5,269.08)	Net Increase (decrease) of this Change Order 0 (days)
Contract Price with all approved Change Orders \$ 2,860,276.81	Contract Times with all approved Change Orders Substantial Completion: August 16, 2009 Ready for Final Payment: August 30, 2009 (days or dates)

RECOMMENDED:

By: 
Engineer/Architect (Authorized Signature)

Date: 7/29/09

APPROVED:

By: 
COUNTY (Authorized Signature)

Date: 7/28/09

ACCEPTED:

By: 
Contractor (Authorized Signature)

Date: 7/29/09

Dutton, Greg

From: Jonathan Page [jpage@nassaucountyfl.com]
Sent: Thursday, May 28, 2009 3:06 PM
To: Bill Scott; Dutton, Greg
Cc: Dan Savage; Andrew Holesko; Denise Swan; Pat Gilroy
Subject: RE: CR 108 Proposed Pavement design revisions

Thanks Bill,

Nassau County concurs with your recommendations and will proceed as described with the project.

Jonathan

Jonathan Page, P.E.
Interim Director
Engineering Services Department
96161 Nassau Place
Yulee, FL 32097
(904) 491-7330
jpage@nassaucountyfl.com

From: Bill Scott [mailto:bscott@ghyabi.com]
Sent: Thursday, May 28, 2009 3:00 PM
To: Jonathan Page; Greg Dutton
Cc: Dan Savage; Andrew Holesko
Subject: CR 108 Proposed Pavement design revisions

Jonathan / Doug
Attached please find a letter which approves the pavement design modifications.
Please let me know if you have any questions.
Bill

William G. Scott, P.E.
Senior Project Manager - Roadway

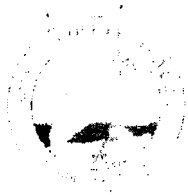
Ghyabi & Associates, Inc.
1660 Prudential Drive, Suite 202
Jacksonville, FL 32207

ph 904.396.5727 **ext** 247
cell 904.449.1178
fax 904.396.5737

www.ghyabi.com

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6/4/2009



Nassau County Engineering Services Department
96161 Nassau Place
Yulee, Florida 32097

Jonathan Page, P.E.
Interim Director

May 28, 2009

Mr. Bill Nowak
Project Manager
APAC Southeast – First Coast Division
11482 Columbia Park Drive West, Suite 3
Jacksonville, FL 32258

SUBJECT: CR-108 Paving Change Proposal

Mr. Nowak:

Your proposal to change the pavement design as described below is acceptable in concept, understanding that certain details still have to be provided.

APAC Proposal – Initially Provided May 14, 2009:

- ▶ **DELETE MILLING:** Delete 68,000 SY of 1" milling in the ARMI sections (Stations 1182+77.03 to 1472+66.00). APAC estimates 1050 CY of millings remain between typical sections 3&4 and that 950 CY will be needed for driveways and side streets leaving approximately 107 CY extra. APAC will agree that if any additional millings are required to satisfy the contractual requirements for driveways and side streets, they will provide them at no additional cost to Nassau County.
- ▶ **ADDITIONAL LEVELING:** Add additional SP-9.5 Recycled Leveling Course on the ARMI sections (Stations 1182+77.03 to 1472+66.00) - to be performed prior to Widening, ARMI layer placement, and Resurfacing. APAC estimates 1,214 tons of leveling (based on an assumed spread rate of 50 lbs per SY) to be performed at a cost of \$93.00 per ton. The cost changes associated with the added leveling and the changes to the mix designs for structural course and friction course (see below) are included in the \$93.00 per ton. Since this is an allowable change to the contract to aid production, reduce chances for unsuitable foundation for the ARMI layers, and maintain the intent of the original contract without increasing the cost to Nassau County, APAC will agree that if these estimated quantities and spread rate are exceeded, they will provide the necessary quantity of leveling to establish the correct cross slopes at no additional cost to Nassau County.
- ▶ **DEDUCT ORIGINAL LEVELING COST:** Deduct original cost of leveling (584 Tons) at original bid price of \$110.52 per Ton from the cost of the proposal only. The project quantity of 11,500 Tons of asphalt was based on the following:

Mainline resurfacing	9737 Tons
Side roads	121 Tons
Mainline overbuild	584 Tons
Subtotal	10,442 Tons
10 % Overrun	1,044 Tons
Bid Total	11,486 Tons

▶ **MIX DESIGN MODIFICATIONS:**

- **Eliminate polymer in the Structural Course binder:** 1.5" SP-12.5 Recycled (Non-PG 76-22) for the bottom lift in the ARMI section in lieu of 1.5" SP-12.5 Recycled (PG 76-22)

Phone (904) 491-7330

Fax (904) 491-3611



- **Allow RAP in the Friction Course:** 1.0" SP-9.5 Recycled (PG 76-22) final surface lift on ARMI section in lieu of 1.0" SP-9.5 Virgin (PG 76-22)
- **Proposed Mix Designs (Under Review):** The 6412A is for the leveling and the 6207B is for the 1.5" lift on top of the ARMI layer. The mix designs for the 1.0" Friction Course with 15% RAP and PG 76-22 at each plant are still pending. The following are the current mix designs submitted for this project:

Primary Plant: A0673 New Berlin Road

- Base Mix (Widening): SP 08-6207B (TL-C) - **Revised**
Changed from SP 08-6207A (TL-C)
- Leveling Course: SP 08-6412A (TL-B) – **New mix w/RAP (no polymer)**
- Structural Course: SP 08-6207B (TL-C) w/RAP, no polymer – **Revised to eliminate polymer**
Changed from SP 09-7001A (TL-C) w/RAP, polymer
- Friction Course: ??? – **New pending mix to include RAP w/polymer**
Changed from SPM 09-6942A (TL-C)

Secondary Plant: A0689 Colray Court

- Base Mix (Widening): SP 09-7133A (TL-C) RAP
Changed from SP 06-4536C (TL-C)
Revised from SP 06-4536B expired
- Leveling Course: SP 08-6433A (TL-B)
- Structural Course: SP 09-7133A (TL-C) RAP
Revised from SP-06-4536C
- Friction Course: **Pending**
Changed from SPM 09-6942A (TL-C)

- ▶ **TRANSITIONS:** APAC will mill in the transitions between the revised and unrevised sections. There may have to be some leveling/wedging done to make a smooth transition. A detail of the transition is to be provided by APAC prior to work beginning.
- ▶ **SCHEDULE:** The estimated Schedule for the proposed leveling and paving is as follows:
 - Leveling course over the ARMI layer section 3 Days
 - Shoulder widening throughout the project (both lifts) 10 Days
 - ARMI layer and 1.5" bottom lift of Asphalt 16 Days
 - Mill and pave final lift of asphalt 16 Days

* The dates above reflect being able to have more than a mile lane closure and no daytime restrictions.

- ▶ All of the other items will remain unchanged. These changes will result in retaining the existing roadway pavement in those roadway sections that are due to receive ARMI, thereby eliminating the



risks associated with milling into the base and/or subgrade. This will avoid placing the ARMI layer on an unstable surface other than the existing pavement. By leveling prior to the widening, a proper control point at the existing edge of the pavement can be established from which the widening can be built to the proper cross-slope. This will reduce excessive overbuild.

- ▶ **PROPOSAL COST: CREDIT of \$5,269.08 to the Contract Cost.**
 - By reducing the quantity of milling, adding leveling, and changing the mix designs, these modifications result in a cost savings of \$5,269.08 to the current contract value, taking into consideration the prior modifications made before the start of construction. Agreement to these changes will be final.

You may proceed with implementing your proposed changes.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan Page".

Jonathan Page, P.E.
Interim Engineering Services Director

CC: Greg Dutton
Pat Gilroy
Charlotte Young

Dutton, Greg

From: Nowak, William (APAC) [William.Nowak@apac.com]
Sent: Monday, May 18, 2009 2:13 PM
To: Dutton, Greg
Subject: RE: CR 108 Proposal

Attachments: 7133A.pdf; 6433A.pdf



7133A.pdf (87 KB) 6433A.pdf (88 KB)

Greg, as per your request, APAC responds to your questions as follows:

- 1) APAC will mill in the transitions between the revised and unrevised sections. There may have to be some leveling/wedging done to make a smooth transition.
 - 2) APAC estimates 1050 CY of millings between typical sections 3&4.
 - 3) Attached are two of the mix designs from the back up plant.
 - 4) APAC had already backed out 357 ton of overbuild before Bill Scott provided quantities, so by backing another 227 ton to equal the 584 tons Mr. Scott provided, this would add additional \$3,977.04 bring the total cost savings to \$5,269.08.
 - 5) The Schedule for the proposed leveling and paving.
 - 1) Leveling course over the ARMI layer section 3 Days
 - 2) Shoulder widening throughout the project 10 Days
 - 3) ARMI layer and 1.5" bottom lift of Asphalt 16 Days
 - 4) Mill and pave final lift of asphalt 16 Days
- * The dates above reflect being able to have more than a mile lane closure and no daytime restrictions.

If you have any questions feel free to contact me.

SAFETY FIRST ALWAYS

Bill Nowak
Project Manager
APAC-Southeast, Inc., First Coast Division
11482 Columbia Park Drive W, Suite 3
Jacksonville, FL 32258
O: 904-288-6300
F: 904-288-6301
C: 904-588-5314

-----Original Message-----

From: Dutton, Greg [mailto:gutton@wilbursmith.com]
Sent: Friday, May 15, 2009 9:00 AM
To: Nowak, William (APAC)
Cc: Pat Gilroy
Subject: RE: CR 108 Proposal

Bill, we are reviewing your proposal and ask that you address the following before we provide a response:

- 1) How will you address the transitions between the revised and unrevised sections?
- 2) With the reduction in millings, will there be enough remaining to

supply the needs of the project? If not, from where will they be provided and will there be any additional cost?

3) Approved mix designs will need to be provided from the alternate plant - one for overbuild, one for structural, and one for friction course.

4) Recalculate the savings based on Bill Scott's provided quantities, backing out the original overbuild quantity at the bid price and adding in the difference at the proposed price.

5) Address the time involved, even if no additional days are requested. Also address your schedule if it has changed.

Thanks.

Greg Dutton, P.E.
Wilbur Smith Associates
(O) 904-730-3032 (M) 904-424-8560
gdutton@wilbursmith.com

-----Original Message-----

From: Nowak, William (APAC) [mailto:William.Nowak@apac.com]
Sent: Thursday, May 14, 2009 2:38 PM
To: Dutton, Greg
Subject: CR 108 Proposal

Greg, attached is the new proposal for leveling on CR 108. Sue Wilson will be sending you the new mix designs.

SAFETY FIRST ALWAYS

Bill Nowak
Project Manager
APAC-Southeast, Inc., First Coast Division
11482 Columbia Park Drive W, Suite 3
Jacksonville, FL 32258
O: 904-288-6300
F: 904-288-6301
C: 904-588-5314

Dutton, Greg

From: Bill Scott [bscott@ghyabi.com]
Sent: Thursday, May 14, 2009 5:26 PM
To: 'Jonathan Page'; Dutton, Greg
Subject: RE: CR 108 Proposal

Jonathan / Greg

In respect to the project quantity 11,500 SY as shown on the Bid Form it was based on the following:

Mainline resurfacing	9737 Tons
Side roads	121 Tons
Mainline overbuild	584 Tons
Subtotal	10,442Tons
10 % Overrun	1,044 Tons
Bid Total	11,486, SAY 11,500 Tons

I hope this helps with your questions.

Bill

William G. Scott, P.E.
Senior Project Manager - Roadway

Ghyabi & Associates, Inc.
1660 Prudential Drive, Suite 202
Jacksonville, FL 32207

ph 904.396.5727 ext 247
cell 904.449.1178
fax 904.396.5737

www.ghyabi.com

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-----Original Message-----

From: Jonathan Page [mailto:jpage@nassaucountyfl.com]
Sent: Thursday, May 14, 2009 4:07 PM
To: Dutton, Greg
Cc: Bill Scott
Subject: RE: CR 108 Proposal

I think they forgot the lower temp range binder in the structural course, also, this included all of the new guardrail and the added pipe?

I wonder how much adding in the higher temp range binder in the structural course will cost? May be a wash when Bill gets us the overbuild quantity. I though Jamey Osteen said they had like 900 tons of overbuild built in. That would be about 100,000 worth of binder....

Jonathan Page, P.E.
Interim Director
Engineering Services Department
96161 Nassau Place
Yulee, FL 32097
(904) 491-7330
jpage@nassaucountyfl.com

-----Original Message-----

From: Dutton, Greg [mailto:gdutton@wilbursmith.com]
Sent: Thursday, May 14, 2009 3:57 PM
To: Jonathan Page; Pat Gilroy
Cc: Denise Swan
Subject: FW: CR 108 Proposal

For review and comments... I will review and provide my comments soon.

Greg Dutton, P.E.
Wilbur Smith Associates
(O) 904-730-3032 (M) 904-424-8560
gdutton@wilbursmith.com

-----Original Message-----

From: Nowak, William (APAC) [mailto:William.Nowak@apac.com]
Sent: Thursday, May 14, 2009 2:38 PM
To: Dutton, Greg
Subject: CR 108 Proposal

Greg, attached is the new proposal for leveling on CR 108. Sue Wilson will be sending you the new mix designs.

SAFETY FIRST ALWAYS

Bill Nowak
Project Manager
APAC-Southeast, Inc., First Coast Division
11482 Columbia Park Drive W, Suite 3
Jacksonville, FL 32258
O: 904-288-6300
F: 904-288-6301
C: 904-588-5314



May 14, 2009

Greg Dutton
Senior Project Engineer
Wilbur Smith Associates
9432 Baymeadows Rd., Suite 130, Jacksonville, FL 32256

APAC-Southeast, Inc.
First Coast Division
P.O. Box 24728
Jacksonville, FL 32241
(904) 288-6300
(904) 288-6301 - fax

RE: CR 108, Nassau County
Financial Project No. 417321-1-58-01
Bid No. NC 08-039
APAC No. 772267

APAC Request To Level Asphalt:

Dear Mr. Dutton;

APAC respectfully proposes the following changes as outlined in our meeting last Friday, May 8th.

- Delete 68,000 sy of 1" milling on the ARMI sections.
- Add SP-9.5 Recycled leveling course on the ARMI sections (to be performed prior to Widening, ARMI layer, and Resurfacing).
- Change the Superpave items as follows.
 - o - 1.5" SP-12.5 Recycled (Non-PG 76-22) for the bottom lift in the ARMI section in lieu of 1.5" SP-12.5 Recycled (PG 76-22)
 - o - 1.0" SP-9.5 Recycled (PG 76-22) final surface lift on ARMI section in lieu of 1.0" SP-9.5 Virgin (PG 76-22)

APAC estimates 1,214 tons of leveling to be performed at a cost of \$93.00 per ton. This is an estimated number and APAC has not been provided with a quantity from the engineer. By reducing the quantity of milling and changing the mix designs, these modifications would result in an estimated cost savings of \$1,292.04 to the current contract value, taking into consideration the prior modifications made before the start of construction.

All of the other items will remain unchanged. These changes will result in retaining the existing roadway pavement through the ARMI section, thereby eliminating the risks associated with milling into the base and/or subgrade. This will avoid placing the Armi layer on a surface other than the existing pavement, that could otherwise result in possible delays as a result thereof. By leveling prior to the widening, a proper control point at the existing edge of the pavement can be established from which the widening can be built to the proper cross-slope. This will reduce the risks to the county for excessive additional leveling requirements.

If you have any questions, feel free to contact me.

Very Truly Yours,
APAC-Southeast, Inc.

Bill Nowak

Bill Nowak, Project Manager

Safety First *Always*