

RECEIVED
CONTRACT MANAGEMENT
2009 OCT -7 AM 10:33

CHANGE ORDER APPROVAL FORM

PROJECT: CR 108 Milling & Resurfacing

CHANGE ORDER NUMBER: 10

DATE: 10/02/09

CONTRACT NUMBER: CM1395

TO CONTRACTOR: APAC - Southeast, Inc.

Reason for Change Order: Difference in cost to replace flared end anchor assemblies with parallel end anchor assemblies.

Original Contract Sum.....	\$	<u>3,206,312.87</u>
Net Change by Previous Change Order/Supplemental Agreement.	\$	<u>(325,179.13)</u>
Contract Sum Prior to This Change Order.....	\$	<u>2,881,133.74</u>
Amount of This Change Order (Add/Deduct).....	\$	<u>2,640.00</u>
New Contract Sum Including this Change Order.....	\$	<u>2,883,773.74</u>

APPROVED BY: *J. Lee Young*
Project Manager (Department Head)

DATE: 10/2/09

APPROVED BY: *Charlotte Young*
Contract Manager

DATE: 10/5/09

APPROVED BY: *Debra*
Director of Office of Management & Budget

DATE: 10/6/09

APPROVED BY: *[Signature]*
County Coordinator

DATE: 10/6/09

**RECEIVED
CONTRACT MANAGEMENT**

SECTION 00 63 63

2009 SEP 30 PM 2: 28

CHANGE ORDER

Instructions on 00 63 63-2

No: 10

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: Ghyabl & Assoc (EOR); Wilbur Smith Assoc (CEI)

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

Description: *Difference in cost to replace flared end anchor assemblies with parallel end anchor assemblies.*

Reason for Change Order: *These parallel end anchorages were required at locations where the flared anchors specified in the plans would conflict with driveways or concrete ditch pavement.*

Attachments (List documents supporting change):

CHANGE IN CONTRACT PRICE:	CHANGE IN CONTRACT TIMES:
Original Contract Price: \$ 3,206,312.87	Original Contract Times: <u>124</u> Substantial Completion: <u>August 10, 2009</u> Ready for Final Payment: <u>August 24, 2009</u> (days or dates)
Net change from previous Change Orders No. 001 to No. 009 \$ (325,179.13)	Net change from previous Change Orders No. 001 to No. 009 <u>25</u> (days)
Contract Price prior to this Change Order \$ 2,881,133.74	Contract Times prior to this Change Order Substantial Completion: <u>September 4, 2009</u> Ready for Final Payment: <u>September 18, 2009</u> (days or dates)
Net Increase (decrease) of this Change Order \$ 2,640.00	Net Increase (decrease) of this Change Order <u>0</u> (days)
Contract Price with all approved Change Orders \$ 2,883,773.74	Contract Times with all approved Change Orders Substantial Completion: <u>September 4, 2009</u> Ready for Final Payment: <u>October 19, 2009</u> (days or dates)

RECOMMENDED:

By: [Signature]
Engineer/Architect (Authorized Signature)

Date: 9/30/09

APPROVED:

By: [Signature]
COUNTY (Authorized Signature)

Date: 10/2/09

ACCEPTED:

By: [Signature], PROJECT MANAGER
Contractor (Authorized Signature)

Date: 9/30/09

Dutton, Greg

From: Dutton, Greg
Sent: Friday, September 25, 2009 4:44 PM
To: 'Nowak, William (APAC First Coast)'
Cc: 'Jonathan Page'; Pat Gilroy
Subject: CR-108: Change Order Requests - Parallel End Anchors / Erosion Control At Culvert Head Wall
Attachments: Engineer's Cost Estimate - Parallel End Anchors (LET).xls; Engineer's Cost Estimate - Erosion Control at Culvert Headwall.xls; CR-108 Change Order 010.xls; CR-108 Change Order 011.xls; Pricing For Erosion Control At Headwalls.doc; Pricing for Additional TP LET Anchors.doc

Bill, after review of the two outstanding requests (attached), I found some accounting errors that change the amounts slightly. Please see the attached spreadsheets showing the corrected calculations applying the rates per FDOT specifications.

The following is a summary:

	<u>APAC Request</u>	<u>Adjusted Cost</u>
Parallel End Anchors (LET):	\$ 2,695.00	\$ 2,640.00
Erosion Control @ Culvert:	\$ 9,677.04	\$ 8,281.78

Also attached are the Change Order forms. If you agree, please print the forms, sign, and submit for execution.

Thanks.

Greg Dutton, P.E.
 Wilbur Smith Associates
 (O) 904-781-8131 (M) 904-424-8560
 gdutton@wilbursmith.com

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

From: Nowak, William (APAC First Coast) [mailto:William.Nowak@apac.com]
Sent: Wednesday, September 09, 2009 7:53 AM
To: Dutton, Greg
Subject: CR 108 Erosion Control At Head Walls

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

9/28/2009

ENGINEER'S COST ESTIMATE FOR EXTRA WORK

FPN: 417321-1-58-01 Contract #: CN08-116 Fed Proj. #: N/A
 Point of Contact (Name/Phone #): Greg Dutton / 904-781-8131
 Email Address: gdutton@wilbursmith.com
 Estimate Prepared By: Greg Dutton / 904-781-8131
 Company: Wilbur Smith Associates

PRIME-CONTRACTOR: APAC SOUTHEAST

ITEM	QTY.	UNIT	RATE	SUB-TOTAL
LET Anchors	10.00	EA	\$ 115.00	\$ 1,150.00
Extra Freight	1.00	LS	\$ 1,250.00	\$ 1,250.00
				\$ -
				\$ -

SUB-TOTAL: \$ 2,400.00

Overhead & Profit (10%): \$ 240.00

TOTAL: \$ 2,640.00



APAC-Southeast, Inc.
 First Coast Division
 P.O. Box 24728
 Jacksonville, FL 32241
 Phone: 904-288-6300
 Fax: 904-288-6301

September 8, 2009

Greg Dutton
 Senior Project Engineer
 Wilbur Smith Associates
 7029-1 Commonwealth Ave, Jacksonville, FL 32220

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

Additional Cost For TP. LET Anchors

Greg, the additional cost for 10 TP. LET Anchors is described below. If you have any questions, feel free to contact me.

Item Description	Quantity	Unit	Price	Amount	
TP LET Anchors	10	EA	\$245.00	\$2,450.00	
				\$245.00	10% O&P
TOTAL				\$2,695.00	

Very Truly Yours,
 APAC-Southeast, Inc.

Bill Nowak

Bill Nowak, Project Manager



Oldcastle
 Materials

An Oldcastle Materials Company

Equal Opportunity Employer



APAC-Southeast, Inc.
 First Coast Division
 P.O. Box 24728
 Jacksonville, FL 32241
 Phone: 904-288-6300
 Fax: 904-288-6301

September 8, 2009

Greg Dutton
 Senior Project Engineer
 Wilbur Smith Associates
 7029-1 Commonwealth Ave, Jacksonville, FL 32220

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

Additional Cost For TP. LET Anchors

Greg, the additional cost for 10 TP. LET Anchors is described below. If you have any questions, feel free to contact me.

Item Description	Quantity	Unit	Price	Amount	
TP LET Anchors	10	EA	\$245.00	\$2,450.00	
				\$245.00	10% O&P
TOTAL				\$2,695.00	

Very Truly Yours,
 APAC-Southeast, Inc.
Bill Nowak
 Bill Nowak, Project Manager

115 x 10 = 1,150
 freight = 1,250
2,400
 Overhead
 Profit @ 10% 240
 \$ 2,640



Oldcastle
 Materials

An Oldcastle Materials Company

Equal Opportunity Employer

ATTN: Bill Nowak 288-6301

Notice: This email message, including any attachments, contains information belonging to Trinity Industries, Inc. and/or its business units. It has been sent solely for the use of the intended recipient(s) and may be confidential, proprietary, copyrighted, and/or legally privileged. If you are not an intended recipient, please advise the sender of the error and permanently delete all copies of this email, including any copies that may reside in your deleted box. The unauthorized review, use, disclosure, distribution, or copying of this email or its contents is strictly prohibited.

From: Joe Jacobs [mailto:joej@safetycontractors.com]
Sent: Thursday, July 23, 2009 3:18 PM
To: Guy Laprade
Subject: RE: 14 LETs

APAC, SOUTHEAST

From: Guy Laprade [mailto:Guy.Laprade@trin.net]
Sent: Thursday, July 23, 2009 1:55 PM
To: Joe Jacobs
Subject: 14 LETs

Hey Joe:

On the job that we may ship the 14 LETs for, who is the GC?

The price of the LET terminal is \$115.00/ea more than the SRT flared terminal.

In order to meet the shipping schedule we will have to ship LTL and the freight charge will be \$1250.00.

Thanks

Guy LaPrade
Sales TEAM Leader
TRN Hwy Prod, LLC
(800) 282-7668

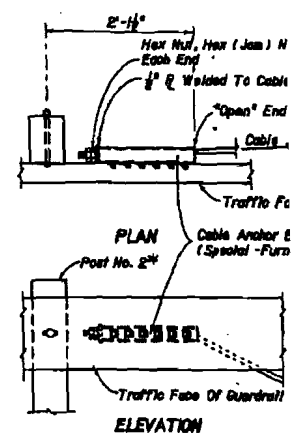
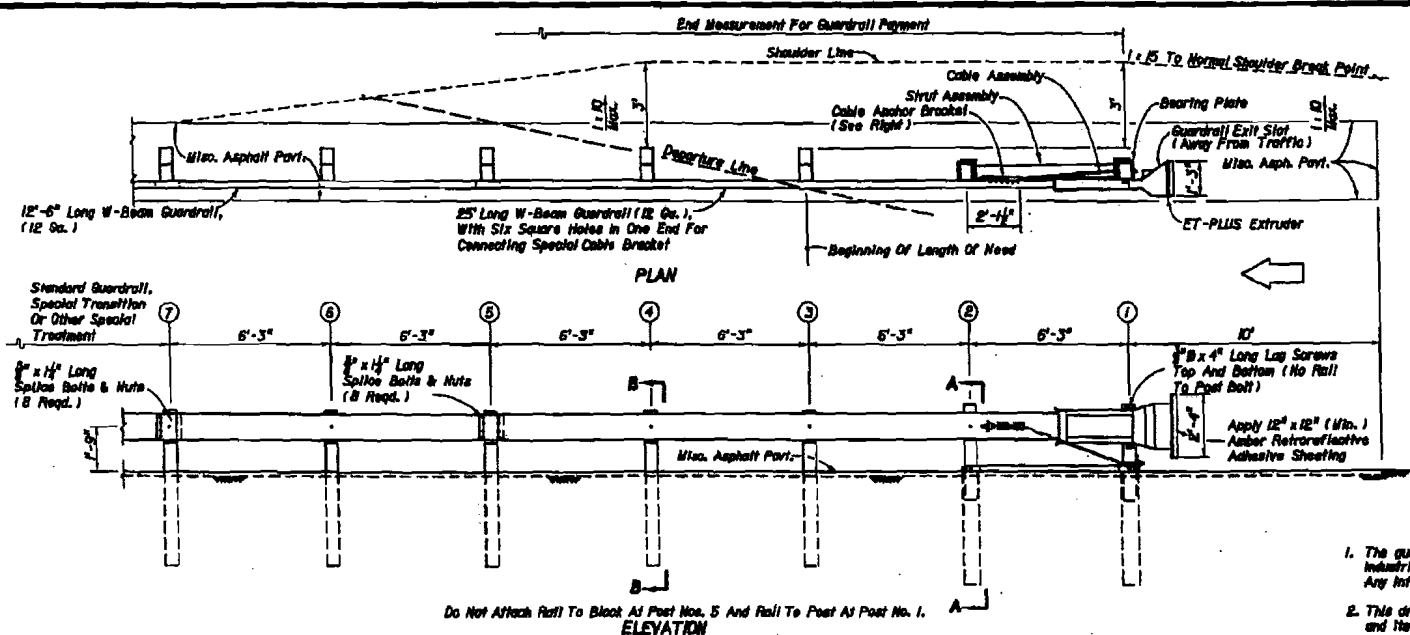
NASSAN County
CR. 108
APAC # 772267

Notice: This email message, including any attachments, contains information belonging to Trinity Industries, Inc. and/or its business units. It has been sent solely for the use of the intended recipient(s) and may be confidential, proprietary, copyrighted, and/or legally privileged. If you are not an intended recipient, please advise the sender of the error and permanently delete all copies of this email.

09/14/2009 17:53 #109 P.001/002

904 354 984U

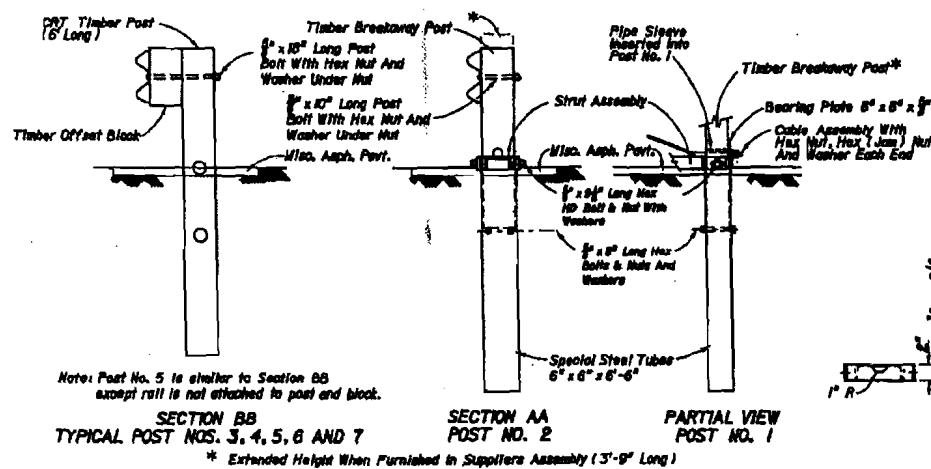
From: SAFETY CONTRACTORS INC.



CABLE ANCHOR BRACKET INSTALLATION

LET NOTES

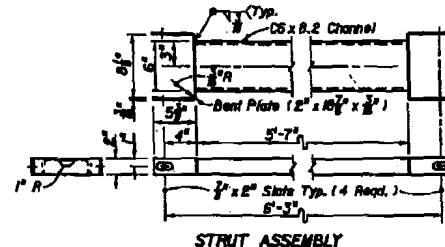
1. The guardrail and anchorage system represented on this drawing is a proprietary, trade name ET-3000 LET hereafter. Any infringement on the rights of the designer shall be the sole responsibility.
2. This drawing is produced by the Florida Department of Transportation and its assignees. This drawing provides the general graphics and informal component parts of the LET and their incorporation into a whole system.
3. This drawing is sufficient for plan details for the LET when installed in accordance with the manufacturer's detailed drawings and includes the requirements for shop drawing submittals unless the plans LET shall be assembled in accordance with the manufacturer's detailed drawings.
4. The LET is intended for use as an approach and guardrail anchorage for at least 37.5' including one 25' special 1/2 W-Beam panel. The effective length is outside of any other standard guard special treatments. The LET alignment is an extension of the normal guard with curb the alignment of the LET will be flared over the first 25' at a rate of 1:15.
5. The LET can not be used in sections where horizontal clearance requires it.
6. Post Options:
 - (a) Posts of location Nos. 1 and 2 are timber breakaway posts with special 1/2 soil plates. Posts of location Nos. 3, 4, 5, 6 and 7 are CRT timber posts.
 - (b) Posts shown in Option (a) can be replaced by hinged steel breakaway posts. Post No. 1 can be replaced by one 3\" x 3\" x 3\" steel angle on the back side. Post No. 2 can be replaced by the steel hinged post with the manufacturer's Type J, and Post Nos. 3 through 6 can be replaced by steel hinged post HBA Post Type J2.
7. For galvanizing requirements of metallic components see Standard Specifications.
8. If the plans call for the "LET" at a specific location, substitutions with other permitted unless approved by the Engineer. If the plans call for soil anchor location, the contractor has the option to construct any FDOT approved para anchorage is called for in the plans, any approved substitution with a para VEDP consideration.
9. The LET shall be paid for under the contract unit price for Guardrail, End, and shall be full compensation for furnishing and installing all components in accordance with detailed drawings, procedures and specifications and this drawing.



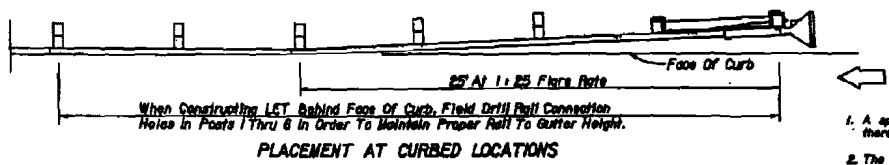
Note: Post No. 5 is similar to Section BB except rail is not attached to post and block.

SECTION BB TYPICAL POST NOS. 3, 4, 5, 6 AND 7

* Extended Height When Furnished in Suppliers Assembly (3'-9\"/>



STRUT ASSEMBLY



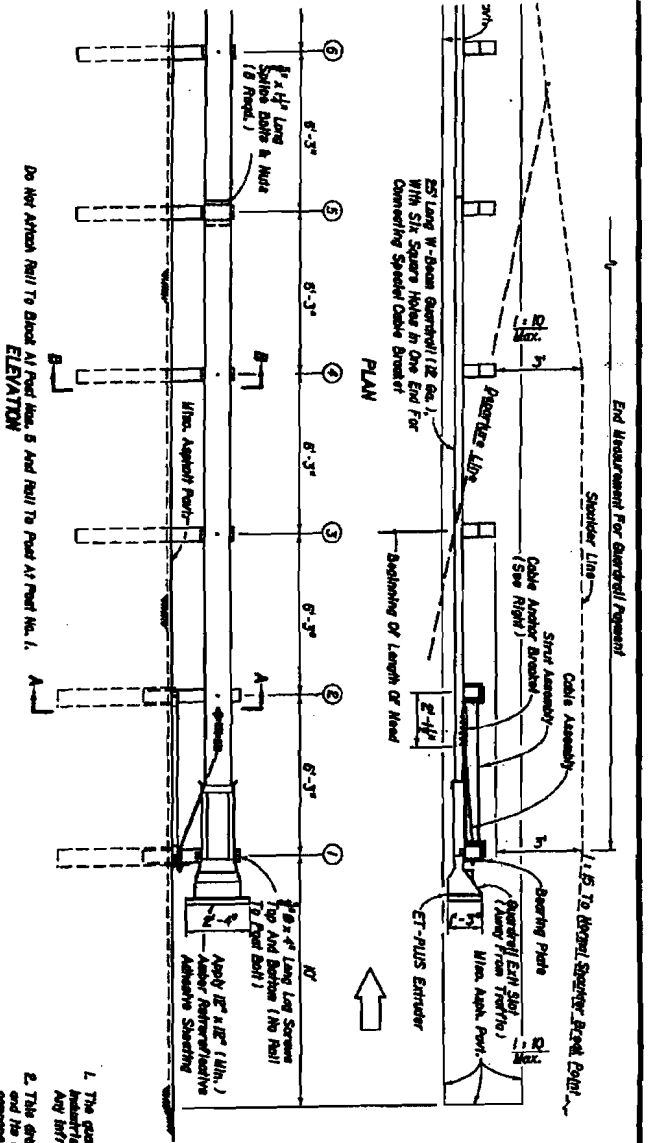
PLACEMENT AT CURBED LOCATIONS

DESIGN NOTES

1. A special site evaluation should be considered prior to using the LET where there is less than 25' clear area on the extrusion side (back side) of the LET.
2. The LET is suitable for all design speeds.

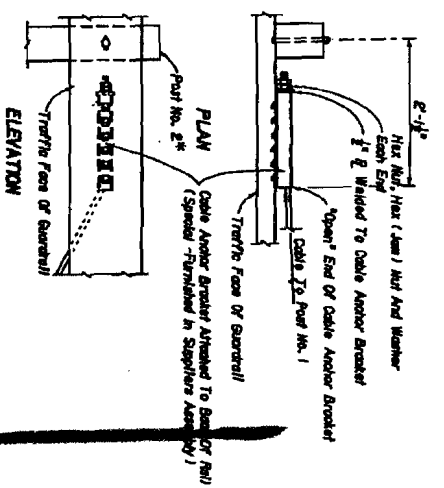
FDOT AI	
ET-1	
Sheet No.	1 of 1

ATTN: Bill Nowak From: JOE JACOBS



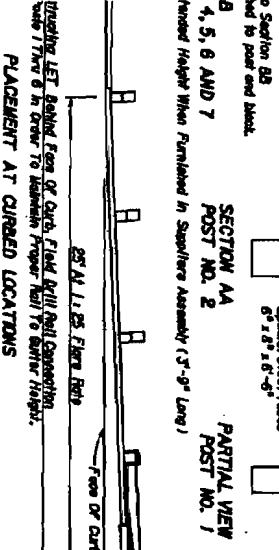
Do Not Attach Rail To Block At Post Nos. 5 And Rail To Post At Post No. 1.
ELEVATION

CABLE ANCHOR BRACKET INSTALLATION



LET NOTES

- The girder and endbracket system represented on this drawing is a proprietary design manufactured by Trinity Industries, Inc. and warranted under the trade name ET-2000 LET hardware referred to and identified as LET. Any infringement on the rights of the designer shall be the sole responsibility of the user.
- The drawing is prepared by the Florida Department of Transportation solely for use by the Department and its employees. The drawing provides the general graphics and information necessary to fabricate and install the component parts of the LET and their incorporation into a whole system.
- This drawing is a reference for the LET when installed in accordance with design specifications. The user shall be responsible for any modifications to the design, procedures and specifications. The LET shall be assembled in accordance with the manufacturer's detailed drawings, procedures and specifications.
- The LET is intended for use as an approach and guardrail endbracket for shoulder guardrail located parallel to the main travel direction of the roadway. The effective length of the LET is 27'-5\"/>



DESIGN NOTES
1. A special site evaluation should be considered prior to using the LET where there is less than 25' clear over on the extension side (back side) of the LET.
2. The LET is suitable for all design speeds.

FOOT APPROVED DRAWING	
Sheet No.	ET-2000 LET
1 of 1	QPL No. 5536-0204