

CS-20-249

**CHANGE ORDER APPROVAL FORM**PROJECT: Crawford Road Phase ICHANGE ORDER NUMBER: 3DATE: 7/02/2021CONTRACT NUMBER: CM2924TO CONTRACTOR: Anderson Columbia Co., Inc.

Description: Add 4 contract days; delete 1,833 LF of Sediment Barrier; Add 29 LF of Floating Turbidity Barrier; Add 31 CY of Flowable Fill; Add 77.37 TN of SP Asphalt TL-C, PG 76-22, PMA; Add 11 LF of 24" RND Concrete Pipe; Deduct 11 LF of 18" Elliptical Pipe; Deduct 6 CY of RipRap Sand Cement; Add 20.41 TN of RipRap, Rubble, Ditch Lining.

Reason for Change Order: Adjust contract time for days contractor could not work due to weather (rain), affecting the project site and the contractor's ability to work. Pay Item Quantities adjusted to match installed quantities with exception to Asphalt. Asphalt payment allowed is up to 105% of original plan quantity, see backup for asphalt payment calculation.

Original Contract Sum.....	\$	<u>1,080,805.17</u>
Net Change by Previous Change Order/Supplemental Agreement.	\$	<u>0.00</u>
Contract Sum Prior to This Change Order.....	\$	<u>1,080,805.17</u>
Amount of this Change Order (Add).....	\$	<u>10,223.26</u>
New Contract Sum Including this Change Order.....	\$	<u>1,091,028.43</u>

The Contract Time will be increased	<u>4 (Four) days</u>
Previous estimated Substantial Completion: <u>05/25/2021</u>	Final Completion: <u>07/09/2021</u>
New estimated Substantial Completion: <u>05/29/2021</u>	Final Completion: <u>07/13/2021</u>

APPROVED BY: Robert Companion  
Robert Companion, Engineering Services

DATE: 7/6/2021

APPROVED BY: Marshall Eyerman  
Brian Simmons, Procurement Manager

DATE: 7/6/2021

APPROVED BY: Megan Diehl  
Megan Diehl, Office of Management and Budget

DATE: 7/8/2021

APPROVED BY: Michael S. Mullin  
Michael Mullin, County Atty./Contract Management

DATE: 7/8/2021

APPROVED BY: Taco E. Pope, AICP  
Taco E. Pope, AICP, County Manager

DATE: 7/8/2021

APPROVED BY: N/A  
Thomas R. Ford, Chairman

DATE: \_\_\_\_\_

ATTEST: N/A  
John A. Crawford, Clerk of Courts

DATE: \_\_\_\_\_

Account No(s). 63470541-563100 CRAW1



**SECTION 00 63 63  
CHANGE ORDER REQUEST FORM**

(Instructions on 00 63 63-2) Crawford Road Phase 1

No. 3

**PROJECT**

**DATE OF ISSUANCE:** 6/25/2021 **EFFECTIVE DATE:** \_\_\_\_\_  
 NASSAU COUNTY BOARD OF COUNTY COMMISSIONERS  
 COUNTY Contract / Purchase Order No.: CM 2924  
**CONTRACTOR:** Anderson Columbia **ENGINEER / ARCHITECT:** ETM

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

**Description:** Add 4 contract days; delete 1,833 LF of Sediment Barrier; Add 29 LF of Floating Turbidity Barrier; Add 31 CY of Flowable Fill; Add 77.37 TN of SP Asphalt TL-C, PG 76-22, PMA; Add 11 LF of 24" RND Concrete Pipe; Deduct 11 LF of 18" Elliptical Pipe; Deduct 6 CY of RipRap Sand Cement; Add 20.41 TN of RipRap, Rubble, Ditch Lining.

**Reason for Change Order:** Adjust contract time for days contractor could not work due to weather (rain), affecting the project site and the contractor's ability to work. Pay Item Quantities adjusted to match installed quantities with exception to Asphalt. Asphalt payment allowed is up to 105% of original plan quantity, see backup for asphalt payment calculation.

**Attachments:** (List documents supporting change) – Daily Work Reports for weather days, Estimate Quantity Spreadsheet and Asphalt Placement Report with allowed payment calculation. Also included is a copy of the contract Asphalt Specifications for asphalt payment method.

<p><b>CHANGE IN CONTRACT PRICE:</b></p> <p>Original Contract Price</p> <p>\$ <u>1,080,805.17</u></p>	<p><b>CHANGE IN CONTRACT TIMES:</b></p> <p>Original Contract Times</p> <p>Substantial Completion: <u>160</u></p> <p>Ready for Final Payment: <u>205</u> (days or dates)</p>
<p>Net change from previous Change Orders No. 1 to No.2</p> <p>\$ <u>0.00</u></p>	<p>Net change from previous Change Orders No.1 to No.2</p> <p><u>17</u> (days)</p>
<p>Contract Price prior to this Change Order</p> <p>\$ <u>1,080,805.17</u></p>	<p>Contract Times Prior to this Change Order</p> <p>Substantial Completion: <u>177</u></p> <p>Ready for Final Payment: <u>222</u> (days or dates)</p>
<p>Net Increase (decrease) of this Change Order</p> <p>\$ <u>10,223.26</u></p>	<p>Net Increase (decrease) of this Change Order</p> <p><u>4</u> (days)</p>
<p>Contract Price with all approved Change Orders</p> <p>\$ <u>1,091,028.43</u></p>	<p>Contract Times with all approved Change Orders</p> <p>Substantial Completion: <u>181</u></p> <p>Ready for Final Payment: <u>226</u> (days or dates)</p>

**RECOMMENDED:**  
 By: [Signature]  
 Engineer/Architect (Authorized Signature)  
 Date: 6/25/2021

**APPROVED:**  
 By: [Signature]  
 COUNTY (Authorized Signature)  
 Date: 6/29/2021

**ACCEPTED:**  
 By: [Signature]  
 Contractor (Authorized Signature)  
 Date: 6-29-21



















Crawford Road Phase I - NC20-20				UNIT	TO-DATE	ORUR	ORUR	COMMENTS
				COST	TOTAL	TOTAL	COST	
0101 1	Mobilization	1	LS	\$ 159,316.19	1.000	0.000	\$ -	Plan Quantity Item
0102-1	MOT	1	LS	\$ 96,328.69	1.000	0.000	\$ -	Plan Quantity Item
0104 10 3	Sediment Barrier	14,122	LF	\$ 2.31	12,289.000	(1,833.000)	\$ (4,234.23)	
0104 11	Floating Turbidity Barrier	171	LF	\$ 6.36	200.000	29.000	\$ 184.44	
0110 1 1	Clearing & Grubbing	1	LS	\$ 9,071.11	1.000	0.000	\$ -	Plan Quantity Item
0120 1	Regular Excavation	4527	CY	\$ 6.85	4,527.000	0.000	\$ -	Plan Quantity Item
120-6	Embankment	9,640	CY	\$ 9.00	9,640.000	0.000	\$ -	Plan Quantity Item
121 70	Flowable Fill	24	CY	\$ 418.10	55.000	31.000	\$ 12,961.10	
160-1	Type B Stabilization	30,999.10	SY	\$ 1.48	30,999.100	0.000	\$ -	Plan Quantity Item
0162 1 11	Prepared Soil Layer, Finish Soil, 6"	2,069	SY	\$ 3.18	2,069.000	0.000	\$ -	Plan Quantity Item
0285 706	Optional Base Group 06	19,267.40	SY	\$ 14.08	19,267.400	0.000	\$ -	Plan Quantity Item
334-1-52	SP Asphalt, TL-C, PG 76-22, PMA	1,547.30	TN	\$ 102.20	1,624.670	77.370	\$ 7,907.21	
430-175-124	Pipe, Opt. Matl., RND 24" S/CD	154	LF	\$ 102.09	165.000	11.000	\$ 1,122.99	
430-175-130	Pipe, Opt. Matl., RND 30" S/CD	304	LF	\$ 128.46	304.000	0.000	\$ -	
430-175-218	Pipe, Opt. Matl., Other 18" S/CD (Elliptical)	11	LF	\$ 449.48	0.000	(11.000)	\$ (4,944.28)	
430-984-625	MES, Opt. Matl., Other, 18" S/CD (Elliptical)	1	EA	\$ 3,681.77	1.000	0.000	\$ -	
524-1-2	Concrete Ditch Pavt., NR, 4"	167	SY	\$ 90.66	167.000	0.000	\$ -	
530-1	RipRap, Sand-Cement	18	CY	\$ 1,319.89	12.000	(6.000)	\$ (7,919.34)	
530-3-4	RipRap, Rubble, F&I, Ditch Lining	107.50	TN	\$ 252.10	127.910	20.410	\$ 5,145.36	
570-1-1	Performance Turf	28,458	SY	\$ 0.37	28,458.000	0.000	\$ -	Plan Quantity Item







State of Florida Department of Transportation  
**Asphalt Roadway - Daily Report of Quality Control**

675-090-20A  
 CONSTRUCTION  
 06/20/2019

Email Form Feedback to:  
 CO-AsphaltForms@dot.state.fl.us

Project ID (FIN & Contract #): **000002-2-02-16 (220216)**  
 Contractor: **Anderson Columbia**

Lot Closed  
 Intended Lot Size: **2000 tons**  
 Static Only

LOT #: **1**  
 Mix Design #: **SPM 18-16798A**  
 Grmc: **2.551**

#	Date Paved	Day or Night	Crew #	Sub Lot	Truck Load #s	Intended Use	Density?	MTV Used	Lane	Desc.	Lift # of #	Start Paving at Station	End Paving at Station	Length (FT)	Width (FT)	Area Paved (SY)	Quantity (TN)	Individual Lift Thickness (in)	Actual Spread Rate (LB/SY)	Target Spread Rate (LB/SY)	BASE ONLY	
																					Total Thickness (in)	Prorated Base (SY)
6/18/2021	Day	1	1	1-4	SP TL-C 76-22	Y	Y	R1	CR-Crew Mainline	1 1	105+10.00	112+47.00	737	12.81	1049.00	92.83	1.50	175.99	166			
6/18/2021	Day	1	1	5-10	SP TL-C 76-22	Y	Y	R1	CR-Crew Mainline	1 1	112+47.00	124+86.00	1239	12.00	1652.00	151.69	1.50	183.52	166			
6/18/2021	Day	1	1	11-16	SP TL-C 76-22	Y	Y	R1	CR-Crew Mainline	1 1	124+86.00	137+05.00	1219	12.00	1625.33	149.34	1.50	183.77	166			
6/18/2021	Day	1	1	17-21	SP TL-C 76-22	Y	Y	R1	CR-Crew Mainline	1 1	137+05.00	146+16.00	911	12.00	1214.57	108.24	1.50	174.93	166			
6/18/2021	Day	1	2	21-22	SP TL-C 76-22	Y	Y	R1	CR-Crew Mainline	1 1	146+16.00	150+24.00	406	12.00	544.00	47.48	1.50	174.56	166			
6/18/2021	Day	1	2	23-29	SP TL-C 76-22	Y	Y	R1	CR-Crew Mainline	1 1	150+24.00	164+55.00	1431	12.00	1908.00	172.00	1.50	181.24	166			
6/18/2021	Day	1	2	30-34	SP TL-C 76-22	Y	Y	R1	CR-Crew Mainline	1 1	164+55.00	173+75.00	920	12.00	1228.57	100.55	1.50	163.94	166			
6/18/2021	Day	1			Waste											7.00						
→ 06/18/2021 TIN: G50401023-000 DAILY TOTALS: 827.93 Total Tons 7.00 Tons Not in Lot 820.93 net tons (820.93 tons Require Density 0.00 tons Non-Density)																						
6/21/2021	Day	1	2	1	SP TL-C 76-22	N	Y	OL	CR-Crew Roadway	1 1	136+05.00	136+70.00	65	13.46	97.21	9.18	1.50	188.67	166			
6/21/2021	Day	1	2	1-2	SP TL-C 76-22	N	Y	OL	CR-Crew Roadway	1 1	105+10.00	105+85.00	75	37.50	312.50	29.51	1.50	188.86	166			
6/21/2021	Day	1	2	2-5	SP TL-C 76-22	Y	Y	L1	CR-Crew Mainline	1 1	105+10.00	110+80.00	570	12.00	760.00	71.83	1.50	189.03	166			
6/21/2021	Day	1	2	6-8	SP TL-C 76-22	Y	Y	L1	CR-Crew Mainline	1 1	110+80.00	116+42.00	562	12.00	749.33	68.55	1.50	182.96	166			
6/21/2021	Day	1	3	8-10	SP TL-C 76-22	Y	Y	L1	CR-Crew Mainline	1 1	116+42.00	121+10.00	468	12.00	624.00	58.68	1.50	182.56	166			
6/21/2021	Day	1	3	11-15	SP TL-C 76-22	Y	Y	L1	CR-Crew Mainline	1 1	121+10.00	130+81.00	981	12.00	1308.00	129.55	1.50	199.09	166			
6/21/2021	Day	1	3	16-23	SP TL-C 76-22	Y	Y	L1	CR-Crew Mainline	1 1	130+81.00	145+65.00	1474	12.00	1985.33	158.82	1.50	159.59	166			
6/21/2021	Day	1			Waste											88.38						
→ 06/21/2021 TIN: G50401023-000 DAILY TOTALS: 607.78 Total Tons 85.38 Tons Not in Lot 522.40 net tons (483.71 tons Require Density 38.69 tons Non-Density)																						
6/23/2021	Day	1	3	1-7	SP TL-C 76-22	Y	Y	L1	CR-Crew Mainline	1 1	145+65.00	156+96.00	1133	12.00	1510.67	137.55	1.50	182.10	166			
6/23/2021	Day	1	3	8	SP TL-C 76-22	Y	Y	L1	CR-Crew Mainline	1 1	156+96.00	158+47.00	149	12.00	198.67	18.12	1.50	192.48	166			
6/23/2021	Day	1	4	8-13	SP TL-C 76-22	Y	Y	L1	CR-Crew Mainline	1 1	158+47.00	166+36.00	789	12.00	1052.00	101.00	1.50	192.02	166			
6/23/2021	Day	1	4	14-17	SP TL-C 76-22	Y	Y	L1	CR-Crew Mainline	1 1	166+36.00	173+63.00	727	12.00	969.33	78.04	1.50	162.88	166			
6/23/2021	Day	1			Waste											16.00						
→ 06/23/2021 TIN: G50401023-000 DAILY TOTALS: 352.61 Total Tons 16.00 Tons Not in Lot 336.61 net tons (336.61 tons Require Density 0.00 tons Non-Density)																						

TOTAL = 1679.94  
 Plant Qty = 1547.30 TN  
 Allowable pay = 105% of Plant Qty  
 ∴ 1547.30 TN (1.05) = 1624.67 TN



DENSITY REQUIRED:	1,641.25 tons
NON DENSITY REQUIRED:	38.69 tons
TOTAL TONS IN LOT:	1,679.94 tons

Intended Use	Pay Item #	Previous Total (Tons)	LOT Total (Tons)	Cumulative Total (Tons)	Previous Total (SY) <small>or CY for ASPB</small>	LOT Total (SY) <small>or CY for ASPB</small>	Cumulative Total (SY) <small>or CY for ASPB</small>
SP TL-C 76-22	334 1 53	0.00	1,679.94	1,679.94	0.00	18,766.71	18,766.71
Waste		0.00	108.38	108.38	0.00	0.00	0.00

Comments Box

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State of Florida Department of Transportation  
 CONSTRUCTION DIVISION  
 88828288

Asphalt Roadway - Daily Report of Quality Control (Tack Page)

Project ID (FIN & Contract #): 000002-2-02-16 (220216)  
 Contractor: Anderson Columbia

LOT # 1

Date Tacked	Day or Night	TIN	Grade	FDOT Calibration Tank #	Beginning Reading (inches)	Beginning Volume (Gallons)	Ending Reading (inches)	Ending Volume (Gallons)	Time After Unloading	Temperature (°F)	Net Gallons (Hot)	Correction Factor	Gallons Used (@ 60°F)	Cumulative Gallons (@ 60°)	Beginning Station	Ending Station	Length	Width	Area Covered (SY)	Application Rate (Gal/SY)	
																					Optional

**SECTION 01 22 50**

**MEASUREMENT AND PAYMENT**

Work under this Contract shall be paid as designated below under the appropriate items associated with the Bid Schedule. Payment shall be in accordance with Lump Sum or Unit Price bid by the Contractor in his proposal.

When Lump Sum prices are contained in the Bid Schedule, the Contractor shall provide a detailed schedule of values for Lump Sum cost acceptable to the Engineer of Record and the County, which will be used for estimating partial payment requests.

Contractual costs for work not specifically mentioned under a payment item and which are incidental to the overall conduct of the work shall be included in the individual items at the Contractor's option. No additional charges shall be made to the County for items not specifically mentioned under individual payment items. Examples of these types of costs include, but are not limited to, the following: bonds, insurance, permits, licenses, traffic control, dust control, clean-up, temporary access, temporary facilities, soil erosion control, temporary drainage, temporary offices, restoration of disturbed areas, temporary utilities, test pits locating existing utilities, temporary water and sewer, surveying, layout, and other items similar to above.

Measurement and payment for all items shall be in accordance with the FDOT Standard Specifications for Road & Bridge Construction, (edition as stated on Construction Plans documents) with the exception that reduction in the FDOT acceptance criteria based on payment factors will not be allowed.





If the defective material is due to a gradation, asphalt binder content or density failure, upon the approval of the Engineer the Contractor may perform delineation tests on roadway cores in lieu of an engineering analysis to determine the limits of the defective material that may require removal and replacement. Prior to any delineation testing, all sampling locations shall be approved by the Engineer. All delineation sampling and testing shall be monitored and verified by the Engineer. For materials that are defective due to air voids, an engineering analysis is required.

When evaluating defective material by engineering analysis or delineation testing, at a minimum, evaluate all material located between passing QC, PC or IV test results. Exceptions to this requirement shall be approved by the Engineer.

#### **334-6 Comparison Testing.**

At the start of the project (unless waived by the Engineer) and at other times as determined necessary by the Engineer, provide split samples for comparison testing with the Engineer. The purpose of these tests is to verify that the testing equipment is functioning properly and that the testing procedures are being performed correctly. In the event that the Engineer determines that there is a problem with the Contractor's testing equipment and/or testing procedures, immediately correct the problem to the Engineer's satisfaction. In the event that the problem is not immediately corrected, cease production of the asphalt mixture until the problem is adequately resolved to the satisfaction of the Engineer.

If so agreed to by both the Contractor and the Engineer, the split sample used for comparison testing may also be used for the QC sample. The split sample used for comparison testing must also meet the requirements for IV testing described in 334-5.7.

#### **334-7 Method of Measurement.**

For the work specified under this Section (including the pertinent provisions of Sections 320 and 330), the quantity to be paid for will be the weight of the mixture, in tons. For each pay item, excluding overbuild, the pay quantity will be based on the quantity placed on the project, limited to 105% of the adjusted plan quantity for the pay item. The adjusted plan quantity will be determined by dividing the pay item's original plan quantity (including any Engineer approved quantity revisions) by the design  $G_{mm}$  stated in 334-1.4, then multiplying it by the tonnage-weighted average  $G_{mm}$  of the mixes used for the pay item.

The bid price for the asphalt mix will include the cost of the liquid asphalt and the tack coat application as directed in 300-8. There will be no separate payment or unit price adjustment for the asphalt binder material in the asphalt mix. For the calculation of unit price adjustments of bituminous material, the average asphalt content will be based on the percentage specified in 9-2.1.2. The weight will be determined as provided in 320-3.2 (including the provisions for the automatic recordation system).

Prepare and submit a Certification of Quantities to the Engineer in accordance with 9-2.1.2.

#### **334-8 Basis of Payment.**

**334-8.1 General:** Price and payment will be full compensation for all the work specified under this Section (including the applicable requirements of Sections 320 and 330).

For materials accepted in accordance with 334-5, based upon the quality of the material, a pay adjustment will be applied to the bid price of the material as determined on a LOT by LOT basis. The pay adjustment will be assessed by calculating a Pay Factor for the following



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

ASPHALT MIX DESIGN - SPM 18-16798A (TL-C)

Owning Company Anderson Columbia Company, Inc.  
 Type Mix SP-12.5 Intended Use Of Mix Structural  
 Design Traffic Level C Gyration @ Ndes 75

Product	Description	Name	Production Facility	Plant/Mine	Terminal
334-CRUSHED	Crushed RAP Stockpile	1-16	Anderson Columbia Company, Inc.	A0200	
C47	S1A Stone		Anderson Columbia Company, Inc.	GA553	
C53	S1B Stone		Anderson Columbia Company, Inc.	GA553	
F22	Screenings	Screenings	Anderson Columbia Company, Inc.	GA553	
Sand	Sand				

PERCENTAGE BY WEIGHT TOTAL AGGREGATE PASSING SIEVES

Blend	20%	22%	10%	33%	15%	JOB MIX FORMULA	CONTROL POINTS	PRIMARY CONTROL SIEVE
	Product	334-CRUSHED RAP	C47	C53	F22			
SIEVE SIZE	3/4" 19.0mm	100	100	100	100	100	100 -	
	1/2" 12.5mm	98	100	100	100	100	90 - 100	
	3/8" 9.5mm	91	60	100	100	100	- 89	
	No. 4 4.75mm	66	15	35	98	100	67	
	No. 8 2.36mm	45	4	5	73	100	49	40 - 58 39
	No. 16 1.18mm	33	2	3	47	99	38	29 -
	No. 30 600µm	25	1	2	32	97	31	22 -
	No. 50 300µm	19	1	2	21	47	18	16 -
	No. 100 150µm	11	1	2	13	10	8	
	No. 200 75µm	6.4	1.0	1.0	6.0	1.5	4.4	2 - 10
	G <sub>ab</sub>	2.615	2.775	2.764	2.730	2.628	2.703	

The mix properties of the Job Mix Formula have been conditionally verified, pending successful final verification during production at the assigned plant, the mix design is approved subject to F.D.O.T. specifications. JMF reflects aggregate changes expected during production.

Total Binder Content	<u>5.1</u> %	Gmb @ Ndes	<u>2.443</u>	
Ignition Oven Corr. Factor	<u>-0.13</u>	Gmm	<u>2.545</u>	
(+ To Be Added)/(- To Be Subtracted)		Va	<u>4.0</u>	Effective Date <u>10/24/2018</u>
Gmm Corr. Factor	<u>-0.004</u>	VMA	<u>14.2</u>	
Mixing Temp.	<u>325</u> °F	VFA	<u>72</u>	Expiration Date <u>10/24/2021</u>
(Plant)				
Compaction Temp.	<u>320</u> °F	P-200/Pbe	<u>1.0</u>	
(Roadway)		Additives		
Spread Rate @ 1"	<u>110</u> lb/yd <sup>2</sup>			
Binder from Recycled Materials	<u>0.96</u> %			
PG 76-22 (PMA) to be added	<u>4.14</u> %			