
CONSTRUCTION CONTRACTS

- 20. Approve Change Order #10 to CC-1196-02/BJC – Dodd Road Construction Project (Howell Branch Road to Red Bug Lake Road) with The Middlesex Corp. Littleton, MA (\$230,818.96 + 91 days)**

CC-1196-02/BJC provides for all labor, materials, equipment, transportation, coordination and incidentals necessary for the construction of a four-lane urban roadway approximately 1.7 miles in length along an existing two-lane corridor Dodd Road, from Howell Branch Road to Red Bug Lake Road. Change Order #10 will provide new pay items and the final adjustment of roadway contract quantities to reflect actual quantities installed in the field. An additional ninety-one (91) days of contract time for additional work and weather days are required for the completion of this project. The following is a summary of the cost of the contract:

Original Contract Sum	\$ 9,187,949.10
Change Orders 1 thru 9	\$ 649,299.53 + 6 days
Add Change Order #10	\$ <u>230,818.96</u> + 91 days
Revised Contact Sum	\$10,068,067.59

Funds are available in account numbers 077515/077525.560670, CIP #007502. Public Works/Engineering and Fiscal Services/Purchasing and Contracts Division recommend that the Board approve and authorize the Chairman to execute the Change Order.

**SEMINOLE COUNTY, FLORIDA
CHANGE ORDER FOR CONSTRUCTION PROJECTS**



Engineering Division

PURCHASING DIVISION
(407) 321-1130

1101 E. First Street
Sanford, FL 32771

CONTRACT NO: CC-1196-02/BJC INITIATION DATE: 10-20-2005 ORIGINAL
 CHANGE ORDER NO: 10 ACCOUNT NO: _____ CONTRACT DATE: 05-05-03
 CONTRACT FOR: Dodd Road Expansion ARCH/ENG PROJECT:# _____

YOU ARE REQUESTED TO MAKE THE FOLLOWING CHANGE(S) IN THIS CONTRACT:

See Attachment A.

REASON FOR CHANGE(S):

See Attachment A

ORIGINAL CONTRACT SUM:	\$	<u>9,187,949.10</u>
CONTRACT SUM PRIOR TO THIS CHANGE ORDER	\$	<u>9,837,248.63</u>
CHANGE ORDER (increased) (decreased) (unchanged)	\$	<u>230,818.96</u>
NEW CONTRACT SUM INCLUDING THIS CHANGE ORDER WILL BE	\$	<u>10,068,067.59</u>
CONTRACT TIME WILL BE (increased) (decreased) (unchanged) BY (91) CALENDAR DAYS		<u>91 days</u>
FINAL COMPLETION DATE THROUGH THIS CHANGE ORDER		<u>April 22, 2005</u>

WAIVER This Change Order constitutes full and mutual accord and satisfaction for the adjustment of Contract Price and Time as a result of increases or decreases in costs and time of performance caused directly and indirectly from the change. Acceptance of this Waiver constitutes an agreement between COUNTY and CONTRACTOR that the Change Order represents an equitable adjustment to the Agreement and that CONTRACTOR shall waive all rights to file a Contract Claim or claim of any nature on this Change Order. Execution of this Change Order shall constitute CONTRACTOR's complete acceptance and satisfaction that it is entitled to no more costs or time (direct, indirect, impact, etc.) pursuant to this Change Order.

ACKNOWLEDGEMENTS The aforementioned change, and work affected thereby, is subject to all provisions of the original Agreement not specifically changed by this Change Order, and it is expressly understood and agreed that the approval of the Change Order shall have no effect on the original agreement other than matters expressly provided herein.

NOT VALID UNTIL SIGNED BY OWNER, ARCHITECT/ENGINEER AND CONTRACTOR

STEPHEN C. KRUG RE
 Public Works/Engineering
 DEPT/DIV. _____
 By: _____
 Date: 10-21-05

HDR - Construction Control Corp.
 ARCHITECT/ENGINEER
 315 E Robinson St., Suite 400
 Orlando, FL 32801-1949
 Address: _____
 By: Dean Delbene
 Date: 10/20/05

THE MIDDLESEX CORPORATION
 CONTRACTOR (Seal)
 10801 Cosmonaut Blvd.
 Orlando, FL 32824
 address _____
 By: John Alvin for Sidney Flory
 Date: 10/29/05

Approved as to form & legal sufficiency: _____

[Signature]
 County Attorney

11/8/05
 Date

**SEMINOLE COUNTY BOARD
OF COUNTY COMMISSIONERS**

ATTEST:

Carlton D. Henley, Chairman

MARYANNE MORSE, Clerk to the Board of County
Commissioners in and for Seminole County, Florida

BCC APPROVAL DATE: _____

DATE: _____

Attachment A.

YOU ARE REQUESTED TO MAKE THE FOLLOWING CHANGE(S) IN THIS CONTRACT:

- A. Replace traffic loops at Dodd and Red Bug Lake Road – During the installation of the new 24-inch water main at Dodd Road and Red Bug Lake Road the existing traffic loops were damaged. The loops were also damaged during the asphalt milling operation for the Rt. roadway at this area as called for in the plans. To correct the damaged traffic loops, TMC was directed to install four (4) new Type “F” loops, required 2-inch conduit and remove and reinstall one pull box.
- B. Replace drainage structure at station 109+20± Rt. roadway – Due to the new location of the block screen wall from station 108+27 to station 113+48 Rt. The existing drainage structure at station 109+20± needed to be removed and a new drainage structure was installed on the homeowner side of the new screen wall and tie-in to the existing 24-inch CMP at station 109+20 Rt.
- C. Additional Traffic Signs – Five (5) additional traffic signs were required for the project. Two stop signs were added, one sign for the Walgreen’s driveway station 135+30± Rt. roadway and the other at the south driveway of the private road station 109+35± Lt. roadway. These two signs were paid for under pay item 700-40-1. A one-way sign was required across from Walgreen’s driveway in the grass median, another one-way sign across from Gallagher Loop north entrance located at the 4-foot concrete separator in the median. One do not enter sign was required on the back side of the stop sign at the south driveway of the private road station 109+35± Lt. roadway.
- D. Brick/Block Retaining Wall station 124+50 Lt. – Construct a 4-inch brick wall with a reinforced 6-inch concrete block backup wall approximately 38-feet in length. Footing will be 24-inches wide and 10-inches thick. Install reinforcing steel in footing and in 6-inch block CMU’s. Finish elevation of wall should be approximately 3-feet above the proposed sidewalk and capped with a brick rowlock course. Wall thickness will be 10-inches and brick rowlock will be 12-inches in width. Incorporate wall plan and details as provided by HDR’s sketch.
- E. Removal of damaged trees at station 109+00 to station 110+00 Rt. right-of-way line – Remove and dispose of three (3) trees located in the TCE between station 109+00 to station 110+00 Rt. roadway. Excavate and remove stumps, fill grade and compact excavated holes to natural ground and place new sod in these three (3) areas.
- F. Asphalt Concrete Pay Reduction – Two (2) areas of asphalt (type S-1 2-inch structural course) has failed the density requirement as called in the specifications. Additional asphalt core samples were taken and tested. The results indicated that the asphalt could be left in place with a 90% pay at one area and a 76% pay at the other area.
- G. Clean and paint existing screen wall along Dike Road from station 21+35.72 Lt., east to the chain link fence at the high school. Painting is being requested for the front and top of the wall only. Colors to be selected by the Amberwood Homeowners Association.
- H. The existing screen wall at the Forest Creek subdivision will need to be repaired, pointed up, cleaned and painted. The location of the wall is from Aldergate Place north to Station 124+47.46 and 50-feet south of Aldergate Place. The walls will be painted on both sides; the trim and the Forest Creek lettering will also be painted. The colors will be selected by the Forest Creek Homeowners’ Association.
- I. Overrun: Optional and asphalt base thickness adjustment. The average thickness of the base course shall be determined from the length of cores taken at random points along the total length of the roadway when the thickness as measured by the cores is more than ½-inch greater than the specified thickness the maximum average thickness upon which payment will be made shall be the specified thickness plus ½-inch. Cores were taken and measured and calculations run to determine the added thickness adjustment.
- J. The driveway at station 54+70.76 Rt. was moved to station 54+50 to provide better access to the median opening. The driveways at station 57+74.49 Lt., station 58+03.82 Lt. and station 73+81.75 Lt. were widened by an additional 12-feet at the drop curb and the 6-inch concrete sidewalk (6-feet each side). Two rip rap flumes were constructed at the wing walls at end bents 1 & 2 on the left roadway on the Howell Creek Bridge. Install two 18-inch x 2¼-inch drainage slots in the concrete traffic barrier wall at station 118+71± Lt. and at station 118+71± Rt.

- K. Remove and dispose existing screen walls, columns and palm trees at the entrances to Garden Lake Estates on Aster Drive north and Aster Drive south. Remove and dispose of large tree at station 87+25± Lt. on TCE line that was in the path of the brick screen wall footing. Remove and dispose of large pine tree on the SW corner of Dike and Dodd Road. Remove and dispose of tree at homeowner's driveway station 58+03 Lt. (Mrs. Lake) to increase turning radius.
- L. Remove and dispose of 40-feet of existing concrete sidewalk at Waterview Loop North at station 501+08 Rt. Also excavate and form area between ARV manholes and curb at four areas for placement of concrete.
- M. Construct a double throated concrete inlet top for structure S-55 at station 104+75 Lt. roadway. Follow standard index no. 200 and 211.
- N. Additional work was required for the construction of the new brick screen wall south of Aldergate Place from station 120+15.21 to station 122+11.43 Lt. on Dodd Road. Additional clearing and grubbing, concrete pump truck due to the location of the footing from the roadway, added M.O.T., added erosion control, survey, regrading of the area and sodding, installation of drainage structures and pipe along the homeowners side of the screen wall and reinstalling the homeowners irrigation system.
- O. Remove F-curb from station 57+60 to station 58+12 Rt. roadway of Dodd Road and reconstruct a non-standard curb and gutter as per Engineer-of-Record attached sketch. The non-standard curb and gutter will match the finished edge of pavement as presently constructed. The longitudinal grade will be at 0.3%. The bottom of the non-standard curb and gutter will get deeper in elevation from station 57+60 to station 58+12 Rt. where the curb will tie in to drainage structure S-10. Adjust throat of structure S-10 to receive the deeper gutter curb elevation. Regrade area and sod. Provide survey and M.O.T.
- P. Remove F-curb from station 49+72 to station 50+43 Lt. roadway of Dodd Road. Reconstruct a non-standard curb and gutter with a design lower gutter line elevation from station 50+43 to station 49+72 where the curb will tie into drainage structure S-1. Adjust the throat in structure S-1 to receive the deeper gutter curb elevations, regrade area and sod, provide survey and maintenance of traffic.
- Q. The area between the concrete sidewalk and the brick screen wall (2,276') from station 76+91 to station 99+67 Lt. roadway has been graded per the contract plans. However, HDR and Seminole County is requesting that this area be regarded to maintain a 0.2% slope from the sidewalk up to the brick screen wall. This will eliminate the ±2:1 slopes throughout this area. Resod area when regarding is complete.
- R. Make repairs to existing homeowners' irrigation systems that was damaged during the construction of the new block screen wall from station 101+00± to station 108+00± Rt. roadway on Dodd Road.
- S. Provide additional maintenance of traffic for the installation of five (5) additional traffic signs and for the additional milling of existing asphalt at the tie-ins with Red Bug Lake Road, Howell Branch Road, Dike Road east and west and at Gallagher Loop South.
- T. To resolve the issue of the damaged finish and location of the signal control cabinet at the intersection of Dodd and Dike Road the following is offered. For a credit to the contract of \$450.00 Seminole County Traffic Engineering will remove the existing cabinet and install a temporary cabinet. The existing cabinet will be prepped and painted and the existing cabinet foundation will be reconfigured and the cabinet reinstalled with the door facing the roadway.
- U. Hurricane Costs – 2004 was a non-typical weather year for central Florida. Central Florida and the Dodd Road project were impacted by three (3) hurricanes in a period of six (6) weeks. The contractor worked intensively and proactively in preparation of each one of the storms. These efforts maximized safety on the roadway and minimized destruction of private and public property. An equal effort was made by the contractor to clean-up, secure and re-establish operations after the hurricanes. The contractor secured the site by removing all traffic construction signs and barricades, then reinstalling all signs and barricades. Removal of debris prior to and after the hurricanes, added erosion control measures prior and repairs after, reinstalling temporary privacy fences and dewatering. To cover the contractor's cost due to the impacts of the three hurricanes HDR and TMC has negotiated and agreed on a cost settlement of \$25,000.00.

V. Repair work will be required at Pond #4 due to water leaching through the pond slope resulting in erosion of the lower 2:1 slope. The scope of work to correct this condition will be to reconstruct the ponds 2:1 slopes with rubble rip rap (broken concrete) from EL 46.8 to EL 52.70± 2-feet thick, then regrade the 4:1 slopes, pond bottom, lower med-pond berm as shown in typical pond section on sheet 120 of 123 of the contract drawings. Regrade the 20-foot maintenance berm around the pond and the 15-foot pond access road from Pond #4 to Dodd Road approximately 375-feet. Resod the pond slopes to the existing water level, the maintenance berm to the right-of-way and the 15-foot access road. Install filter fabric per Standard Index #199 under rip rap. Use Seminole County's stockpile of rubble rip rap (broken concrete) for 2:1 slope reconstruction located at the maintenance yard on Dike Road. Any excess embankment material from the pond can be stockpiled at the maintenance yard. Also replace 6-inch concrete driveway to Pond #4 at Dodd Road.

W. An overrun adjustment will need to be made to the following contract work items:

- Roadway items
- Signalization
- Signing and Marking
- Bridge
- Screen Wall

The original contract amount for the above work items was \$7,561,331.85. Total roadway change orders amounted to \$788,488.25 for a present contract amount of \$8,349,820.10. The final contract amount for the above work items is \$8,165,966.27. Change Orders for added work (overruns/underruns not included) amounted to \$245,507.71 for a final contract amount of \$8,411,473.98.

The difference between the present contract amount of \$8,349,820.10 (for all roadway work items) and the final contract amount of \$8,411,473.98 will be an overrun of \$61,653.88. This amount will be added to the present contract amount for final payment.

X. Requested changes – Adjustment to the contract time of ninety-one (91) days will be required due to the following additional work and/or weather days:

1. Weather days granted 01/14/2005; 03/09/2005; 03/17/2005 & 03/23/2005	4 days
2. Change Order #5 Install clay brick screen wall in lieu of concrete masonry screen wall shown as alternate Lt. roadway	30 days
3. Change Order #6-H Raise height of brick screen wall to maintain new wall height of 6-foot minimum	15 days
4. Change Order #8-A & #8-B.3 Design and construction of a new brick screen wall with stucco and paint Rt. roadway	<u>42 days</u>
Total Days Added	91 days

With the addition of the above 91 contract days the adjusted final contract completion date will be April 22, 2005.

During the 91-day time extension for the additional work and/or weather days, M.O.T. for the project needed to be extended for the 91 days. Also the engineers and contractors field offices were extended and the contractor's project supervision was also extended. In addition the cost of the contractor's bond was increased due to added change orders on the project.

▪ The extended cost for M.O.T. is	\$14,924.00
▪ The extended cost for field offices is	10,443.16
▪ The extended cost for contractor's project supervision is	7,900.17
▪ The increase cost of the contractor's bond due to the revised contract amount (change orders)	<u>3,953.00</u>
TOTAL contract cost due to the 91-day time extension	\$37,220.33

Y. During the production of the FC-3 asphalt from March 4, 2005 to March 18, 2005, asphalt content and aggregate gradation tests were performed. Eight (8) of the nine (9) QC Samples obtained and tested by the contractor had test values that resulted in a pay penalty. All three (3) QA samples and four (4) pay item samples obtained and tested by the asphalt plant lab technician had test values that resulted in a pay penalty. The failing test resulted in a pay reduction for sieves #4, #10 and #40 of Lot #1. Payment was made on the basis of table 331-6 (acceptance schedule of payment) FDOT Standard Specification for Road and Bridge Construction 1991. This resulted in a pay factor of 90% of Lot 1 containing 4,053.02 tons of asphalt.

4,053.02 tons of asphalt x 10% penalty	=	405.30 tons
405.30 tons x \$52.00 unit price/ton	=	\$21,075.60

Decrease to the contract of \$21,075.60 due to asphalt penalty on FC-3

REASON FOR CHANGES:

- A. The replacement of the traffic loops at Dodd and Red Bug Lake Road was required to make the signal at the intersection fully functional. HDR and TMC has negotiated and agreed on a price of \$3,672.63 as an equitable adjustment for the replacement of the traffic loops.
- B. The existing drainage structure was used to drain the back yards of several homeowners along the existing screen wall. Due to the new location of the screen wall, the drainage structure had to be moved approximately ten (10) feet to a location behind the new screen wall. This will ensure positive drainage to the homeowner's property along the back of the screen wall. The cost to replace the drainage structure behind the block screen wall at station 109+20± will be \$5,628.91.
- C. The added traffic signs were required to provide warning and guidance for safe, uniform and efficient operation of the roadway by the traveling motorists. The cost of the three traffic signs not covered by the existing pay items (2-one-way signs and 1-do not enter sign) will be \$1,001.89.
- D. Due to the severe slope between the 6-foot sidewalk and the existing brick screen wall at station 124+50 Lt., a retaining wall was required to support the embankment to protect the existing brick screen wall and footing. Without the retaining wall the existing wall and column footings would be exposed and subject to erosion during a rain event. Brick was added to the face and top of the wall to match the existing and new brick screen wall at that area. HDR and TMC negotiated and agreed on a price of \$7,440.14 as an equitable adjustment for addition of the above brick/block retaining wall.
- E. The three (3) trees located in the TCE between station 109+00 and station 110+00 Rt. roadway were damaged and blown over by the hurricanes. The trees had to be removed so that the contractor could construct the new block screen wall located in this area along the right-of-way line. HDR and TMC negotiated and agreed on a price of \$1,667.43 as an equitable adjustment for the removal and disposal of the damaged trees.
- F. An asphalt pay reduction was assessed on two (2) asphalt areas due to low densities. The pay reduction for these two areas will be \$799.80 and \$1,533.18 for a total deduction of \$2,332.98.
- G. Painting of the existing screen walls was required to match the new screen walls that were constructed in this area. This provided a more appealing look to the area. The cost for the painting of the Amberwood subdivision wall is \$5,826.13 which includes cleaning and painting of wall, maintenance of traffic along Dike Road and entrance and clean up.
- H. Painting of the existing screen walls was required to match the new screen walls that were constructed at the Forest Creek subdivision. This provided a more appealing look to the area. The cost for the repairs, pointing up, cleaning, painting, and maintenance of traffic and clean up will be \$5,060.18.
- I. Overrun – Additional SY of asphalt base due to thickness adjustment:
392.67 SY x \$14.00 per SY (unit price) = \$5,497.38

Additional SY of limerock base due to thickness adjustment:
748.36 SY x \$6.75 per SY (unit price) = \$5,051.43

Total cost for base thickness adjustment is \$10,548.81.
- J. The driveway location at station 54+70.76 was moved to provide the homeowner a safer access to the median opening. The three driveways at station 57+74.49 Lt., station 58+03.82 Lt. and station 73+81.75 Lt. were widened to accommodate the larger vehicle turning radius needed by the homeowners. The two rip rap flumes were installed at each wing wall at the Howell Creek Bridge Lt. roadway to control erosion along the wing walls. The two drainage slots in the concrete barrier wall were required to provide drainage for the sidewalks on the Howell Creek Bridge. The cost of the above is for work not covered by the contract pay items such as remove and dispose of concrete curb, 4-inch x 6-inch concrete sidewalk, excavation for flumes, installation of the drainage slots in the existing concrete barrier wall not shown in the contract plans. The negotiated cost for the additional work is \$6,054.57.
- K. The removal of the screen walls, column and trees was not included in the contract pay item for clearing and grubbing. The removal of the above items was necessary to construct the new brick screen wall along the Lt. roadway at the Garden Lake Estates subdivision. The one tree at the

driveway station 58+03 Lt. was removed to increase the turning radius. The cost of this additional work is \$4,358.06.

- L. The existing 40-feet of sidewalk were badly damaged during the removal of hurricane debris that had been piled there by the Autumn Glen subdivision. To insure the safety of the residents using the sidewalk the contractor was asked to make the repairs. The concrete pads placed between the ARV's at the sidewalk and the curb was for ease of maintenance when mowing the utility strip. The cost of the above is for work not covered by the contract pay items. The cost of this additional work is \$1,244.62.
- M. Structure S-55 was labeled as a curb inlet but drawn as a manhole on drainage plan sheet 53 of 123. When installing the structure bottom the offset distances of 36.75-feet left of centerline was used as shown on plan sheet 53 of 123. The 36.75-feet left of centerline would be right for a manhole structure but not for a curb inlet, the distances from centerline should be 33.25-feet. The location of the bottom part of S-55 was 3.50-feet to far to the left. To correct this situation a special inlet top had to be constructed in place. The cost for this additional work is \$864.55.
- N. A revision dated 05/27/2004 was incorporated into the contract to construct a new brick screen wall south of Aldergate Place on Dodd Road from station 120+51.21 to station 122+11.43 Lt. The wall was required to provide a noise barrier and security to a part of the Howell Creek Park subdivision that was not developed during the development of the construction plans. HDR and TMC negotiated and agreed on a price of \$6,042.03 for this added work.
- O. The adjustments to the existing F-curb from station 57+60 to station 58+12 Rt. was required to correct water ponding in the roadway near structure S-10. Not only was this an unsafe situation for the traveling public but also for anyone using the sidewalk during or after a rain event due to water splashing onto the sidewalk. HDR and TMC negotiated and agreed on a price of \$3,731.35 for this added work.
- P. The adjustments to the existing F-curb from station 49+72 to station 50+43 Lt. was required to correct water ponding in the roadway near structure S-1. Not only was this an unsafe situation for the traveling public but also for anyone using the sidewalk during or after a rain event, due to water splashing on to the sidewalk. HDR and TMC negotiated and agreed on a price of \$3,220.87 for this added work.
- Q. The regarding of the area from station 76+91 to station 99+67 Lt. (2,276') was done so that the maintenance of the area between the concrete sidewalk and the brick screen wall would be easier for Seminole County and Garden Lake Estates subdivision to maintain. HDR and TMC negotiated and agreed on a price of \$5,225.81 for this added work.
- R. The homeowners existing irrigation systems along the new installed block screen wall from station 101+00± to station 108+00± Rt. roadway had to be relocated and/or repaired due to the construction of the walls 5-ft. 6-inch wide footings. HDR and TMC negotiated and agreed on a price of \$738.89 for this added work.
- S. The maintenance of traffic was required for the installation of five (5) added traffic signs and for the additional milling at five (5) tie-n areas between the proposed and existing roadways. The MOT was provided to protect the workmen and the traveling public during the installation of the above work. The cost for this added M.O.T. is \$892.95.
- T. The signal control cabinet at Dodd and Dike Road intersection was located too close to the block screen wall where as the cabinet door would open at 80-degrees; 90-degrees is required. The stainless steel finish had been damaged during the construction of the block screen wall by the block mortar and then by overspray when painting the wall. The contractor has agreed to a \$450.00 credit to resolve this issue.
- U. Hurricane Costs – 2004 was a non-typical weather year for central Florida. Central Florida and the Dodd Road project were impacted by three (3) hurricanes in a period of six (6) weeks. The contractor worked intensively and proactively in preparation of each one of the storms. These efforts maximized safety on the roadway and minimized destruction of private and public property. An equal effort was made by the contractor to clean-up, secure and re-establish operations after the hurricanes. The contractor secured the site by removing all traffic construction signs and barricades, then reinstalling all signs and barricades. Removal of debris prior to and after the hurricanes, added erosion control measures prior and repairs after, reinstalling temporary privacy fences and dewatering. To cover the contractor's cost due to the impacts of the three hurricanes HDR and TMC has negotiated and agreed on a cost settlement of \$25,000.00.

V. The reconstruction of Pond #4 was required to correct and prevent the erosion of the pond slopes. This would become a continuing maintenance problem for Seminole County and a violation of the water management district's permit. HDR and TMC have negotiated and agreed on a price of \$57,583.51 to complete this additional work.

W. See attached spreadsheets and tabulation sheet noted Attachment B.

X. Requested changes – Adjustment to the contract time of ninety-one (91) days will be required due to the following additional work and/or weather days:

1. Weather days granted 01/14/2005; 03/09/2005; 03/17/2005 & 03/23/2005	4 days
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4. Change Order #8-A & #8-B.3 Design and construction of a new brick screen wall with stucco and paint Rt. roadway	<u>42 days</u>
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▪ The extended cost for M.O.T. is	\$14,924.00
▪ The extended cost for field offices is	10,443.16
▪ The extended cost for contractor's project supervision is	7,900.17
▪ The increase cost of the contractor's bond due to the revised contract amount (change orders)	<u>3,953.00</u>
TOTAL contract cost due to the 91-day time extension	\$37,220.33

Y. During the production of the FC-3 asphalt from March 4, 2005 to March 18, 2005, asphalt content and aggregate gradation tests were performed. Eight (8) of the nine (9) QC Samples obtained and tested by the contractor had test values that resulted in a pay penalty. All three (3) QA samples and four (4) pay item samples obtained and tested by the asphalt plant lab technician had test values that resulted in a pay penalty. The failing test resulted in a pay reduction for sieves #4, #10 and #40 of Lot #1. Payment was made on the basis of table 331-6 (acceptance schedule of payment) FDOT Standard Specification for Road and Bridge Construction 1991. . This resulted in a pay factor of 90% of Lot 1 containing 4,053.02 tons of asphalt.

4,053.02 tons of asphalt x 10% penalty	=	405.30 tons
405.30 tons x \$52.00 unit price/ton	=	\$21,075.60

Decrease to the contract of \$21,075.60 due to asphalt penalty on FC-3

The above issues have been reviewed and accepted by HDR and approved by Seminole County Engineering for payment.

DODD ROAD EXPANSION PROJECT CC-1196-02/BJC
 TABULATION SHEET - FINAL QUANTITIES
 CHANGE ORDER NO. 10

Attachment B

	ITEM	PRICE	BRIEF DESCRIPTION
1 -	Roadway work items	\$ 4,846,788.15	Original contract amount
	Signalization work items	\$ 199,992.00	Original contract amount
	Signing & Markings work items	\$ 34,732.70	Original contract amount
	Bridge work items	\$ 1,820,784.00	Original contract amount
	Screen Wall work items	\$ 659,035.00	Original contract amount
	Subtotal	\$ 7,561,331.85	Original contract amount
	Change Orders	\$ 788,488.25	Roadway Change Orders Only
	Total	\$ 8,349,820.10	Present Contract Amount
2 -	Roadway work items	\$ 4,945,684.05	Final Payment
	Signalization work items	\$ 203,711.00	Final Payment
	Signing & Markings work items	\$ 38,127.46	Final Payment
	Bridge work items	\$ 1,777,393.80	Final Payment
	Screen Wall work items	\$ 1,201,049.96	Final Payment
	Subtotal	\$ 8,165,966.27	Final Payment
	Change Orders	\$ 245,507.71	For Added Work (No overruns/underruns)
	Total	\$ 8,411,473.98	Final Payment for all Roadway Items
		\$ 8,411,473.98	Final Payment for all Roadway Items
		\$ 8,349,820.10	Present Contract Amount for Roadway Items
		\$ 61,653.88	Overrun to Roadwy Items

DODD ROAD EXPANSION PROJECT CC-1196-02/BJC
TABULATION SHEET - CHANGE ORDER NO. 10

Attachment C

SECTION NO.	PRICE	BRIEF DESCRIPTION
CO #10-A	\$ 3,672.63	Replace traffic loops at Dodd & Red Bug Lake Road
CO #10-B	\$ 5,628.91	Replace drainage structure at station 109+20±
CO #10-C	\$ 1,001.89	Additional Traffic Signs
CO #10-D	\$ 7,440.14	Brick/Block retaining wall station 124+50 Lt.
CO #10-E	\$ 1,667.43	Remove damaged tree at right-of-way line
CO #10-F	\$ (2,332.98)	Asphalt concrete pay reduction
CO #10-G	\$ 5,826.13	Painting existing screen walls at Amberwood subdivision
CO #10-H	\$ 5,060.18	Painting existing screen walls at Forest Creek subdivision
CO #10-I	\$ 10,548.81	Overrun asphalt base & limerock base due to thickness adjustment
CO #10-J	\$ 6,054.57	Move driveway & widen driveways; construct rip rap flumes & remove trees
CO #10-K	\$ 4,358.06	Remove & dispose existing wall/column @ Garden Lakes Estates & trees @ various locations
CO #10-L	\$ 1,244.62	Remove & dispose of existing conc.sidewalk & excavate 4 areas for concrete placement
CO #10-M	\$ 864.55	Construct conc. inlet top for structure S-55
CO #10-N	\$ 6,042.03	Added work for new brick screen wall south of Aldergate Place
CO #10-O	\$ 3,731.35	Remove F-curb and construct curb & gutter sta 57+60 to 58+12
CO #10-P	\$ 3,220.87	Remove F-curb and construct curb & gutter sta 49+72 to 50+43
CO #10-Q	\$ 5,225.81	Regrading from station 76+91 to 99+67 to maintain a 0.2% slope from sidewalk to brick wall
CO #10-R	\$ 738.89	Repair/replace existing irrigation systems
CO #10-S	\$ 892.95	Add'l M.O.T. for installation of added traffic signs & add'l milling at 5 tie-in areas
CO #10-T	\$ (450.00)	Credit to resolve issue of damaged finish and location of signal control cabinet
CO #10-U	\$ 25,000.00	Negotiated Hurricane Costs
CO #10-V	\$ 57,583.51	Negotiated Repair of Pond #4
CO #10-W	\$ 61,653.88	Total overrun to roadway items
CO #10-X	\$ 37,220.33	Extended 91Calendar Days plus M.O.T. & Field Office Overhead dur to extended contract time
CO #10-Y	\$ (21,075.60)	Credit due to asphalt penalty on FC-3
TOTAL	\$ 230,818.96	