

Change Order

No. 002

Date of Issuance: October 25, 2012 Effective Date: _____

Project: SFC PN: 0669	Owner: SANTA FE COUNTY	Owner's Contract No.: 2012-0143-PW/MS
Contract: RDWY IMPROVEMENTS FOR CAJA DEL RIO		Date of Contract: JULY 13, 2012
Contractor: ALBUQUERQUE ASPHALT, INC.		Engineer's Project No.: 2011-0220- PW/MS

The Contract Documents are modified as follows upon execution of this Change Order:

Description:

Modification to the proposed surfacing recommendations for the northern segment of the project made by the Design engineer in response to the Contractor issued RFI #6 (attached).

Attachments (list documents supporting change):

CHANGE IN CONTRACT PRICE:	CHANGE IN CONTRACT TIMES:
Original Contract Price: (Excluding GRT) \$ <u>3,564,235.85</u>	Original Contract Times: <input checked="" type="checkbox"/> Working days <input type="checkbox"/> Calendar days Substantial completion (days or date): <u>180</u> Ready for final payment (days or date): <u>30</u>
{Increase} {Decrease} from previously approved Change Orders No. <u>0</u> to No. <u>1</u> : \$ <u>138,650.08</u>	{Increase} {Decrease} from previously approved Change Orders No. <u>0</u> to No. <u>1</u> : Substantial completion (days): <u>180</u> Ready for final payment (days): <u>30</u>
Contract Price prior to this Change Order: \$ <u>3,425,585.77</u>	Contract Times prior to this Change Order: Substantial completion (days or date): <u>180</u> Ready for final payment (days or date): <u>30</u>
{Increase} {Decrease} of this Change Order: \$ <u>3,844.24</u>	{Increase} {Decrease} of this Change Order: Substantial completion (days or date): <u>191</u> Ready for final payment (days or date): <u>30</u>
Contract Price incorporating this Change Order: \$ <u>3,421,741.53</u>	Contract Times with all approved Change Orders: Substantial completion (days or date): <u>191</u> Ready for final payment (days or date): <u>30</u>

RECOMMENDED:
By: [Signature]
Project Rep Engineer (Authorized Signature)

ACCEPTED:
By: [Signature]
Owner (Authorized Signature)

ACCEPTED:
By: [Signature]
Contractor (Authorized Signature)

Date: 10/25/2012

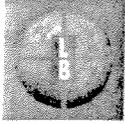
Date: 11-7-12

Date: 10-25-12

ACKNOWLEDGED:

By: [Signature] Date: 10/29/12
Engineer (Authorized Signature)

Approved as to form
Santa Fe County Attorney
By: [Signature]
Date: November 1, 2012



THE Louis Berger Group, INC.

Mr. Chuck Vigil
Roads Project Manager
Projects, Facilities and Open Space Division
Santa Fe County Public Works Department
PO Box 276
Santa Fe, New Mexico 87504

**RE: SFC PN: 0669; IFB #2012-0143-PW/MS
Project Representative Endorsement to modify the proposed surfacing recommendations as requested by the Design Engineer, for the northern segment of Caja del Rio.**

Dear Mr. Vigil,

The Project Representative (PR) received RFI#6 on October 1, 2012 from the Contractor (attached hereto). The RFI stated concerns of the existing pavement conditions on the northern (rehabilitation) segment of project and included reservations on how it would hold up through the proposed milling operations.

In preparation of a resolution to the RFI, the PR contacted the Engineer-of-Record (EOR) to provide guidance on the issue. To provide additional information to the EOR, the PR's inspector visually surveyed the segment to identify areas he felt showed signs of significant subgrade fatigue. The inspector identified 30 locations (18-Northbound, 12 – Southbound) of variable dimensions.

The locations were shared with the Contractor to generate a quote to construct a full depth patch for the spotted areas. The full depth patch was assumed to include saw cutting through the existing pavement, removal of the existing asphalt and base course, and re-compacting the exposed subgrade. The quote produced for this work was received by the PR on October 10, 2012 (attached hereto) with an estimated cost of \$326,892.50.

Subsequent to receipt of the quote the PR organized a meeting held on October 15, 2012 with the Contractor, EOR, and SFC representatives to discuss an alternative plan to lessen the patching costs while still providing ample life expectancy for this segment of roadway. As a product to this brainstorming session, on October 17, 2012, the EOR, along with their geotechnical sub-consultant, walked the northern portion of the project to re-assess the existing pavement conditions and identify specific areas that would require remediation (patching) prior to commencing rehabilitation activities (Cold-milling / Overlay). As a result of the evaluation, the EOR issued a Letter of Memorandum (October 22, 2012) modifying the "As-Let" pavement recommendations to include a patching recommendation for nine locations. The nine locations are identified on the map attached hereto.

The patching recommendation provided by the EOR allowed for a pulverizing option in lieu of the full depth patch described above. The pulverizing option will include pulverizing the existing asphalt and base course simultaneously to a depth of 8". A portion of the pulverized material will be compacted in place while the remainder will be removed and stockpiled to allow room for the new hot mix asphalt patch (See pulverizing detail attached).

The quoted price (attached hereto) for the nine locations proposed by the EOR was estimated at \$87,474.60. However, following the PR evaluation and negotiation of the quote (attached hereto) the estimated value was lessened to \$81,351.96.

Furthermore, based upon additional coring conducted by SFC the existing thickness of the asphalt which was originally assumed to be 4.5" average was revealed to be approximately 3.75" average. Consequently, the EOR eliminated the cold-milling operations in order to retain the full structural value of the existing 3.75" of asphalt and recommended to substitute the overlay material from SP-III to SP-IV in order to lessen the minimum asphalt lift thickness from 2.5" for SP-III to 1.5" for SP-IV and to decrease the overall overlay thickness from 3.5" to 3". This will result in a savings of \$85,196.20.

The estimated cost of \$81,351.96 associated with this design revision will require additional unallocated monies, the purpose of which is to provide ample life expectancy for the portion of the road being rehabilitated. To offset the additional costs, a suggestion was made to adjust the desired driving lane width from 12ft to 11ft and retain the 5ft bicycle lane.

In summary, this change order modifies the contract in the following manner: (For changes to the contract value refer to the attached schedule):

1. ITEM NO. 13 – COLD MILLING 1-1/2" (BITUMIN): is no longer recommended therefore it will be deleted in its' entirety.
2. ITEM NO. 14 – HMS SP-III COMPLETE: the estimated quantity for the project will be lessened from 22100 Tons to 13100 Tons to account for the substitution of a new asphalt material to be used on the northern segment of the project.
3. ITEM NO. 13a – MISCELLANEOUS PAVING: will be established to be used as the Item and specification to construct the patched areas.
4. ITEM NO. 14a – HMA SP-IV COMPLETE: will be established as recommended to be used for the northern segment widening and overlay as discussed previously.

Respectfully Submitted:
The Louis Berger Group, Inc.


Richard K. Rotto, P.E., M.S.
Manager, New Mexico


Ivan P. Trujillo
Project Representative

CHANGE ORDER #2 CONTRACT VALUE MODIFICATIONS

CURRENT CONTRACT VALUES		ITEM DESCRIPTION	UNIT	QUANTITY		TOTAL	UNIT PRICE	TOTAL AMOUNT
ITEM NO	NMDOT ITEM NO			BASE BID	ADD ALT #1			
13	414115	Cold Milling 1-1/2" (Bitumin)	SY	37090	0	37090	\$ 0.87	\$ 32,268.30
14	423282	HMA SP-III Complete	TON	20200	1900	22100	\$ 86.42	\$ 1,909,882.00
		CURRENT CONTRACT SUB-TOTAL						\$ 1,942,150.30
CHANGE ORDER #2								
13	414115	Cold Milling 1-1/2" (Bitumin)	SY	0	0	0	\$ 0.87	\$ -
14	423282	HMA SP-III Complete	TON	12050	1050	13100	\$ 86.42	\$ 1,132,102.00
13a	417000	Miscellaneous Paving	SY	1164	0	1164	\$ 69.89	\$ 81,351.96
14a	423283	HMA SP-IV Complete	TON	7105	0	7105	\$ 102.02	\$ 724,852.10
		CHANGE ORDER #2 SUB-TOTAL						\$ 1,938,306.06
		NET CHANGE (DECREASE)						\$ 3,844.24

NOTES: (Modifications are highlighted in yellow)

ITEM 13 - Delete the item in its' entirety

ITEM 14 - Adjust the Estimated Quantity from 22100 to 13100

ITEM 13a - Establish new item to account for the added patching recommendation

ITEM 14a - Establish new item to account for the modified overlay surfacing recommendation

REQUEST FOR INFORMATION

RFI No: 006 Date of Request: 10/1/12 Date Response Required: 10/2/12

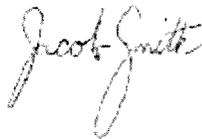
Contractor: Albuquerque Asphalt Package No.: _____ CN: 0669

Originator: Jacob Smith

Reference Document: _____ Attachments: Photos

Problem Identification or Question:

After analyzing the existing pavement conditions on the Northern section of Caja del Rio where the Mill and Overlay will take place there is several areas where the existing pavement has deteriorated beyond using the Mill and Overlay process as a viable rehabilitation method. These areas consist of severe alligator cracking, shoving, and rutting which is caused by the failure of the subgrade. The cracks penetrate through the entire pavement depth which will cause reflective cracking on to the new pavement surface. We have also noticed the existing pavement depth varies throughout the roadway section. It seems the roadway is thickest at the crown and the pavement thickness decreases towards the tapers. The pavement thickness ranges from 2.5 inches to 5 inches. Santa Fe County will be coring the roadway to determine an average pavement depth. We are concerned with the Mill and Overlay process in areas where the pavement depth is less than 4.5 inches. With the weight of the milling machine and heavy trucks there's a possibility that the bottom pavement mat could be damaged, especially if the subgrade is not structurally sound. We recommend removing and patching the areas that will cause reflective cracking and rutting to the new pavement surface. How would you like to approach this issue?



Initiator of Request: _____ Date: 9/25/12

Suggested Resolution:

Suggested Resolution By: _____ Date: _____

Resolution:

Courtyard I
7500 Jefferson St. NE
Albuquerque, NM
87109-4335

www.bhinc.com

voice: 505.823.1000
facsimile: 505.798.7988
toll free: 800.877.5332

MEMORANDUM

TO: CHUCK VIGIL
SANTA FE COUNTY

FROM: JEANETTE WALTHER, P.E.
BOHANNAN HUSTON, INC.

DATE: OCTOBER 22, 2012

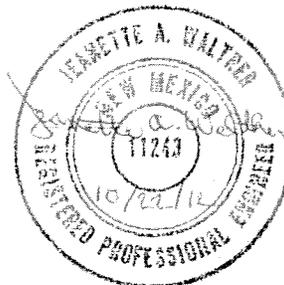
SUBJECT: CAJA DEL RIO ROADWAY REVISED PAVING RECOMMENDATIONS

On October 17, 2012, Mike Henderson of Terracon Consultants, Inc. and I visited the Caja del Rio site and walked the Northern portion of the project to evaluate the pavement condition and to make recommendations. We observed that most of the pavement distress is weather related. Some of the cracks exceed 2 inches in width but it does not appear that there is subgrade failure with the weather related cracks. We marked these areas for a Leveling Patch or Crack Fill. After discussion with the contractor, it was decided to lay 1.5 inches of asphalt concrete SP-IV to fill in these areas. The surface of the pavement must be clean and a tack coat must be applied.

There are some areas where the subgrade does appear to be failing. We marked these areas for a Full Depth Patch. Pulverizing is an option for removing the existing pavement. At a minimum, remove the existing asphalt, re-compact the base course, place 4.5 inches asphalt concrete and compact.

Based on field observations in the areas of cut and core information provided by Santa Fe County it was determined that the existing pavement thickness is less than the 4.5 inches shown on the as-builts. The average pavement thickness of the cores is 3.8 inches. Our recommendation is that the mill be eliminated and the overlay be changed to 3 inches (2 – 1.5" lifts SP-IV). This will provide a 20-year design life.

cc: Ivan Trujillo, Louis Berger & Associates
Rich Rotto, Louis Berger & Associates



MEMORANDUM

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Albuquerque, NM
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TO: Chuck Vigil, Santa Fe County
FROM: Jeanette Walther
DATE: October 23, 2012
SUBJECT: Intersections / Widening on Northern Segment of Caja del Rio Roadway

The proposed roadway for the Northern Segment of Caja del Rio Roadway has been changed from a 1 ½ inch mill with a 3 ½ inch overlay to a 3 inch overlay with no mill. This will raise the profile of Caja del Rio 1 inch higher.

The widening section at the intersections of Golf Course and Paseo de Estrellas will have to be raised 1 inch to match the new roadway profile. The existing pavement recommendation is 6.5 inches HMA over 6" base course. The revised pavement recommendation is 6.5 inches HMA over 7" base course. The revised typical section sheet 7 is attached.

ALBUQUERQUE ASPHALT, INC. Page 1 of 2

P.O. BOX 66450
Albuquerque, New Mexico 87193-6450
(505) 831-7311 / FAX: (505) 831-0811

ESTIMATE NO.: 12-102415
N.M. Contractors License No. 18484
Classifications GA-98, GB-98, & GF-98

CONSTRUCTION PROPOSAL

TO: Chuck Vigil
Santa Fe County

PROJECT: Roadway Improvement Caja Del Rio - SPIV with PG 64-28 AC
LOCATION: Santa Fe County
CONSTRUCTION DESCRIPTION:

CONDITIONS AND EXCLUSIONS

Taxes, Testing, Bond, Permits, Engineering and Construction Staking NOT Included.
All grades to be plus or minus 1/10 foot before we begin our subgrade work.

Traffic control and barricades are NOT included.

Material prices included in this proposal are only good until _____. Prices may change after this date.

SEE PAGE 2 FOR ITEMIZED QUOTATION

P R I C E

ESTMTR: Dan Fisher
BID DATE: None Specified
BID TIME:
NUMBER OF ADDENDA SEEN: NONE
DATE ESTIMATED: 10/24/12
TIME ESTIMATED: 3:34 PM

ACCEPTANCE

COMPANY: Santa Fe County

BY: _____ DATE: _____

NOTE: If a Contract is written using this Proposal, this Proposal must be attached to and made part of that Contract.



Quote

LAFARGE ASPHALT & AGGREGATE
 1500 N. Renaissance Blvd. NE Suite B
 Albuquerque, NM 87107
 Ken Kugler: 505-715-1687
 e-mail: ken.kugler@lafarge-na.com
 Fax: 505-343-7686

Attention:
 Customer Number: 3285926
 Customer Name: ALBUQUERQUE ASPHALT CO
 Customer Phone: 505 831-7311
 Customer Fax: 505 831-0811

Date: 07/19/2012
 Acceptance Date: 08/18/2012
 Quote Number: 699817
 Please refer to Quote No., Product code & Material Description when ordering

Project Description: CAJA DEL RIO ROAD IMPROVEMENTS
 Project Address: CAJA DEL RIO RD - MP 13
 City: SANTA FE
 State and Zip Code: NM 87507

We are pleased to offer the following quotation for the supply of aggregate and asphalt. Prices are valid for 30 days from the date of this quotation. Lafarge Southwest, Inc., (referred to as "Seller"), is pleased to quote the following prices for aggregate and asphalt requirements for the above referenced project. Prices are subject to the terms and conditions stated on the following page of this proposal. The quoted prices are based on current costs. In the event these costs increase (including diesel fuel); Lafarge has the option to increase rates accordingly. Any rate increase will be substantiated with applicable documentation. Material prices do not include applicable sales tax. Customer agrees to remit to Lafarge the applicable sales tax for the point of sale unless the Customer provides Lafarge with a current Certificate of Exemption for exempt purchases. Please fax Tax Documents to 505-343-7686.

All applicable sales taxes are extra

Code	Material Description	Source	Estimated Quantity	Unit	Material Price	Truck Type	Freight Price	Total Price
AS4155	SP-IV PG 64-28 HE NMDOT	SANTA FE ASPHALT	1	TN	\$ 76.25	Tandem	\$ 6.85	\$ 83.10
						End Dump	\$ 4.45	\$ 80.70

All delivered materials larger than 2" will be assessed an additional \$1.00 per ton. This amount will be in addition to the Haul Rate quoted above.

AGREEMENT: This Agreement excludes and supercedes all other writings or oral understandings. Quote is contingent on the availability of material. Tons quoted are estimates only. Actual yields are the responsibility of purchaser. Customer assumes responsibility of materials upon receipt of the scale ticket. Reasonable notification required for timely delivery.

Thank you for the opportunity of quoting.

Sincerely,

Ken Kugler
 Aggregate & Asphalt Sales Manager
 Lafarge Aggregate & Asphalt

OFF-HOURS for Asphalt Material: For off hours service, the hot mix prices will increase \$3.00 per ton and the haul charge will increase by 50%. Off hours is defined as service requested between the hours of 6:00 PM through 6:00 AM Monday thru Friday and weekends. Closed Saturdays November through mid-March. Minimum Off-Hours charge will be based on 400 tons or \$3.00 per ton, whichever is greater. A 48-hour advance notice is required. A 12-hour cancellation notice is required to avoid off-hours charges.