

Change order Summary Riverside/Reibe Park Project, City of Princeton, MN

Material change for Sediment control

Date of Decision July 8, 2020
 Nature of decision Contractor asked to substitute bio-rolls for the silt fence and engineer approved this change to the specification.
 Change on price As bid 1000' lf @ \$4.00 per foot remains **No change in price**

Deleting gravel base from below sidewalk Plan change

Date of Decision August 11, 2020
 Nature of decision Engineer OK'd that the base under the sidewalk be compacted native sand rather than gravel per the typical cross-section.
 Change on price As bid @ \$9.00 per square foot remains **No change in price**

Change in quantity of anchors for the dock

Date of Decision August 11, 2020
 Nature of decision Contractor proposed 2 ea, 24" diameter dock anchors instead of the 3 ea, 18" anchors specified on the plan. Engineer agreed and will revise drawing
 Change on price As bid 3 ea at \$2000 each becomes quantity 2 ea. **-\$2000**

Tree removal quantity

Date of Decision August 11, 2020
 Nature of decision More trees needed to be cut at the boat landing to straighten the access drive
 Change on price As bid 5 ea at \$400 becomes 7 ea **+\$ 800**

Actual measurement of turf establishment

Date of Decision During project progress
 Nature of decision Turf establishment measurements
 a) At boat landing cut, 147 sy + 78 sy = 225
 b) At sidewalk, 138 + 67 + 250 + 98 = 553
 c) Fill down from east of bridge 883
 d) Parking lot at dog park 27' x 70' = 210
 e) Culverts in Reibe 2ea x 10' x 27' x 2 sides = 120
 f) Ramp to truck/trailer parking 101 + 196 = 297
 g) North wingwall to round-about 533 + 145 = 678
 TOTAL Square Yards 2966 square yards

Change on price As bid 1950 sy @ \$6.00 per sy becomes 2966 sy **+\$ 6096**

OPTION ONE ...Import by the City & price to spread based on Bid Quantities

Date of Decision During Project Progress
 Nature of decision Imported fill material from the City can be broken into two categories

DATE	TRUCK	LOADS	LV CY	INPLCY	HOURS	BY	PRODUCT
12-Aug	55	8	40	31.1		6 KYLE	TOPSOIL
14-Aug	55	8	40	31.1		2 KYLE	CL 5
17-Aug	65	8	40	31.1		8 NICK	TOPSOIL ROUND-ABOUT
17-Aug	75	8	120	93.3		8 ADAM	TOPSOIL ROUND-ABOUT
18-Aug	65	26	130	101.1		2 NICK	FILL
18-Aug	65	18	90	70.0		8 NICK	TOPSOIL
1-Sep	65	19	95	73.9		4 KYLE	FILL
1-Sep	75	20	300	233.3		4 TIM	FILL
2-Sep	65	6	30	23.3		2 KYLE	FILL
2-Sep	75	5	75	58.3		2 TIM	FILL
10-Sep	65	2	10	7.8		1.5 TIM	FILL
10-Sep	65	1	5	3.9		0.5 TIM	CL 5
TOTAL INPLCY				735.0			
TOPSOIL				225.6			
CLASS 5				33.2			
FILL				497.8			

TRUCK 55 AND 65 HAUL 5 YARDS LV CY
 TRUCK 75 HAULS 15 LV CY

	<u>SELECT GRANULAR & TOPSOIL</u>	<u>AND CLASS V GRAVEL</u>
Bid Quantity	2500 inplce cy	850 ton
Bid price	\$ 27.00 per inpl cy	\$ 35.00 per ton
Bid for this item	\$ 67,500	\$ 29,750
Jim has documented the Purchase and delivery price for these two pay items as		
Delivered cost	\$10.99/T x 1.8 = \$19.78 inpl cy	\$16.99 per ton
City records conclude	723.4 inpl cy by the City	11.7 cy x 1.8 = 21.06 T
City contribution is	723.4 x 19.78 = \$14,310.30	21.06 x \$16.99 = \$357.81

So, the two changes from the bid estimates are

New Payment \$67,500 – 14,310.30 = \$53,189.70 \$29,750 – 357.81 = \$29,392.19

OR

OPTION TWO ...Import of material by the City based on constructed tabulations

Date of Decision During Project Progress
Nature of decision Imported fill material to build truck/trailer ramp was done by the contractor as specified at the bid unit price
Payment this work Bid \$27 /inpl cy x 311 pay item **\$8397**

The City provided fill in the forms of topsoil, Class 5 gravel, and select import. For simplicity, This can all be treated as import fill and the amount of fill is as shown in the tabulation of dates, loads, and drivers.

DATE	TRUCK	LOADS	LV CY	INPLCY	HOURS	BY	PRODUCT
12-Aug	55	8	40	31.1	6	KYLE	TOPSOIL
14-Aug	55	2	10	7.8	2	KYLE	CL 5
17-Aug	65	8	40	31.1	8	NICK	TOPSOIL ROUND-ABOUT
17-Aug	75	8	120	93.3	8	ADAM	TOPSOIL ROUND-ABOUT
18-Aug	65	26	130	101.1	2	NICK	FILL
18-Aug	65	18	90	70.0	8	NICK	TOPSOIL
1-Sep	65	19	95	73.9	4	KYLE	FILL
1-Sep	75	20	300	233.3	4	TIM	FILL
2-Sep	65	6	30	23.3	2	KYLE	FILL
2-Sep	75	5	75	58.3	2	TIM	FILL
10-Sep	65	2	10	7.8	1.5	TIM	FILL
10-Sep	65	1	5	3.9	0.5	TIM	CL 5
TOTAL INPLCY			735.0				
TOPSOIL			225.6				
CLASS 5			11.7				
FILL			497.8				

TRUCK 55 AND 65 HAUL 5 YARDS LVCY
TRUCK 75 HAULS 15 LVCY

The City crew delivered nearby fill to the site for spreading and compaction by the contractor. The Contractor's quote for \$10.99 per ton x 1.8 can be estimated at \$19.78 / cy City contribution The Contract bid price of \$27 per inpl cy is revised to (27 – 19.78) \$7.22 per cy to place & compact

$$497.8 \times \$7.22 = \text{Odessa payment share} = \underline{\underline{\$ 3594.12}}$$

Plansheet 7/13 tabulated the in-place cubic yards of fill needed between 8+00 and 10+50 east of the bridge and those cross-sections reflect 1227 in-place cubic yards.

As a generality, this fill was placed by Odessa, thus $1227 \times \$27 = \underline{\$33,129.00}$
 However the City provided the material, thus $1227 \times \$3.49 = \underline{-\$4282.23}$
 Making payment for that ramp east of the bridge \$28,846.77

Total import value as bid was \$67,500. It is accounted for, above, as $\$8397.00 + 3594.12 + \$28,846.77$ totalling \$40,837.89. Thus $\$67500 - 40,837.89 =$ a reduction of the contract to **- 26,662.11**

For simplification, but not a part of the payment to Odessa II, the City's import value is

Fill and trucking	$497.8 \times \$19.78 =$	9846.48
Fill that Odessa hauled	$1227 \times \$3.49 =$	<u>4282.23</u>
The \$3.49 is what Odessa would have paid FOB at the pit		<u>14,128.71</u>

Deleting the sodding near the round-about

Date of Decision	August 11, 2020	
Nature of decision	The bid specifications had a bid item to lay sod after the city crew had cut sod for the filling southeast of the round-about. Deleting this bid item, and instead, hydroseeding the area, which is compensated above,	
Change on price	As bid 200 sq. yd. at \$4.00 becomes	-\$ 800

Class V Gravel

Date of Decision	During project progression	
Nature of decision	The City provided and delivered to the site, Class V gravel and some gravel was imported from Agg Industries. The overall Class V gravel is thus	
	a) 158 .62 + 154 tons @ bid price \$35/ TON =	\$10,941.70
	b) 10 x 19 tons by City @ placing price \$7.22 =	<u>\$ 1,371.80</u>
	TOTAL Class V.....	\$12313.50
Change on price	Budgeted in the bid was 29,750. Thus	-\$17,436.50

For simplification, the City's Class V and the good sand site value is $190 \text{ T} \times (\$35 - 7.22) = \5278.20

Measurement of Reibe Trail preparation

Date of Decision	During project progression	
Nature of decision	GPS measurement of the Reibe Park trails finds:	
	a) 10+50 to loop back 5710 total lin ft	
	b) Primitive trail toward disc golf 615 lin ft	
	c) Primitive trail to swimming point 460 lin ft	
	Total length 6785 lin ft increase from 5550 bid	
Change on price	Bid price @ \$2.00 / foot (6785-5550) =	+\$ 2470

Aggregate Trail surfacing

Date of Decision	During project progression	
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Nature of decision	Tonnage slips from Martin Marietta	
	a) Trucking by DMZ haul slips	226.84 T
	b) Invoiced by Martin Marietta	1642.02
	c) Ballast rock at the North wingwall	<u>25.43</u>
	TOTAL TONNAGE	1894.29

Change on price Bid price @ \$56.00 / foot (1894-1935) = **-\$ 2279**

Deleting parking lot painting / striping from the contract

Date of Decision During project progression
Nature of decision The parking lot painting was done by City Crew **-\$4500**

Overall summary

Method of computation	Actual	Bid Est.
CONTRACT WRITTEN JULY 2020	375,591.00	SAME
ANCHOR QUANTITY REDUCED	- 2,000.00	SAME
TREE REMOVAL INCREASED	+ 800.00	SAME
TURF ESTABLISHMENT INCREASED	+ 6,096.00	SAME
NET CHANGE IN IMPORTING FILL	- 26,662.11	-14,310.30
DELETING SODDING AT ROUNDABOUT	- 800.00	SAME
REDUCTION IN CLASS V GRAVEL QUANTITY	- 17,436.50	-357.81
REIBE TRAIL LENGTH	+ 2,470.00	SAME
REDUCTION IN AGGREGATE TRAIL SURFACING	- 2,279.00	SAME
DELETING THE PAINT STRIPING OF THE PARKING LOT	- 4,500.00	SAME
ADJUSTED CONTRACT	\$331,279.39	\$360,709.89

Drafted for review and discussion by Warren White, October 2, 2020

When I prepared the May 2020 bid quantity tabulation, I rounded the quantity upwards to assure that the budget is covered and quantity does not over-run. Thus, payment based on the gold numbers gives the benefit of the doubt to the contractor that undocumented quantity is compensated at bid unit prices.

The second option regarding import and gravel may be somewhat low because Jim did not keep a truck count on the in-place cubic yards he hauled to the 8+00 – 10+50 ramp on the south side of #95 east of the bridge. He may have placed small amounts of fill in other areas which are also not accounted for. I have allowed for the 8+00 – 10+50 ramp as noted on the top of page 3 of this document.

Conclusion of negotiation on October 5, 2020.

The gold computation on the previous pages for imported fill would determine that the correct payment to the contractor is \$360,709.89.

The black computation for the same pay item would determine a payment to the contractor of \$331,279.39.

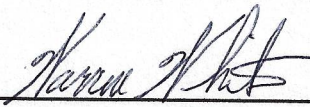
The gray areas of these two payment computations are:

1. The large stone placed behind the north wingwall was derived from Odesa II's field supply and no scale was available. The bid was by the ton of rock and there is no way to determine this tonnage.
2. As exhaustively discussed previously, the imported fill hauled by the Odesa II truck has not been documented. Thus, the imported fill quantity cannot be precisely determined.

Bob Gerrold, City Public Works, met with Jim Janson, Odesa II, and Warren White, project engineer at the site to discuss resolution. The conclusion to our discussion was that we would split the difference between the above two prices.

Thus, $(\$360,709.89 + \$331,279.39) / 2 = \$345,994.64$ was agreed on for work to date. This will be accounted on for Pay Estimate #1 with the knowledge that a 5% retainage and additional crushed granite material will be listed on a pay estimate #2 at a later date.

With a Contract amount of \$375,591, this negotiation represents that the contractor's payment will be 92% of the contract.

Recommended by Project Engineer  October 5, 2020

Accepted by Public Works Director _____

Accepted by Contractor (Odesa II) _____