

CHANGE ORDER
CITY OF VALDEZ

TO: Prosser Dagg Construction Company
10355 E. Palmer-Wasilla Hwy. Suite 120B.
Palmer, AK 99645

DATE ISSUED: 1/31/17
CHANGE ORDER NO. 009
COST CODE NO. 310-1150-58000
310-1140-58000
PROJECT NO. 15-310-1150, -1140
CONTRACT NO. 1234

PROJECT: 2016 City Streets (Egan and Pioneer)

Distribute to:
Engineering _____
Owner _____ X
Contractor _____ X
Other _____

You are directed to make the changes in this CONTRACT as follows:

Egan Drive Beautification

1. Stake Change for Electrical service	\$	393.80
2. Adjust GCI box NE corner of Meals	\$	1,421.55
3. Archway Foundation Excavation	\$	5,222.25
4. Reinstall speed limit sign	\$	1,064.10
5. Extended dewatering at the arch foundations	\$	4,979.98
6. Replace topsoil with decorative rock at midblock plaza	\$	503.67
7. Hydrant sign removal and replacement NE Hazelet	\$	527.61
8. First National Bank Light Pole Removal	\$	1,862.68
9. Sidewalk Extensions NE/SE Meals	\$	7,024.70
10. Storm Drain Vault Lid Replacement	\$	11,162.03
11. Deck reinforcing and Rosehip Bush	\$	1,328.98
12. Partial removal of concrete bases at SW Meals	\$	1,012.09
13. Restake the arch location	\$	1,260.16
14. Provide additional transformer backfill	\$	1,252.99
15. Removal of rusty pole #1	\$	1,183.56
16. Removal of rusty pole #2	\$	672.82
17. J-Box SW Tatitlek	\$	364.69
18. Design change SE Tatitlek Plaza	\$	7,067.14
19. Shortened walls	\$	2,041.00
20. Steel forms and Paint for Arch	\$	9,149.51
21. Seat Wall Caps	\$	25,377.57
22. Materials for precast planters	\$	637.25
23. Precast Planters not in drawings	\$	14,940.40
24. Truck Route Traffic control	\$	2,794.76
25. Additional Fill Behind Plazas	\$	1,317.64
26. Raise J-Box SE Corner of Meals and Egan	\$	752.73
27. Aggregate Delivery	\$	471.14
28. Close Richardson HWY for Ribbon Cutting Ceremony	\$	1,123.27
29. Decorative Rubber Forms	\$	3,000.00

Change Order No. 9
 Prosser Dagg Construction Company
 Project: 2016 City Streets (Egan and Pioneer)
 January 31, 2017

Total to account 310-1150-58000 \$ **109,910.07**

East Pioneer Drive Reconstruction

1. Repair Water Valve Boxes	\$	57,416.37
2. Install insulation between waterline & catch Basin	\$	684.07
3. Insulated between 8" sewer main & New storm pipe	\$	587.12
4. Traffic control Flagging along East Pioneer and the Richardson Hwy	\$	12,617.24
5. Business Driveway Widening NTE 500	\$	500.00
6. Stake New Bike Path Location East end	\$	585.09
7. South Bike Path build-up along Pioneer	\$	6,116.81
8. Low Profile Casting Per COV along Pioneer NTE 700	\$	700.00
9. Pioneer Topsoil haul-in specific to designated areas	\$	8,130.88
10. Additional work from CVEA trench at Meals	\$	3,570.51
11. Relocate Yield Sign	\$	593.69
12. Delivery of castings	\$	439.55
13. Decrease Line item B1 Unusable Excavation by 882.55 CY @ \$14/CY	(\$)	12,355.70)
14. Decrease line item B2 Type II-A Fill and Backfill by 79.52 tons @ \$12/Ton	(\$)	954.24)
15. Increase line item B3 Leveling Course by 41.16 tons @ \$30/ton	\$	1,234.80
16. Decrease line item B10 P.C.C. Sidewalk 4" thick by 84 SY @ \$150/SY	(\$)	12,600.00)
17. Increase line item B11 P.C.C. Sidewalk 6" thick by 83.25 SY @ \$185/SY	\$	15,401.25
18. Delete item B13, Detectable Warnings	(\$)	1,080.00)
19. Increase line item B14 A.C. Pavement (Class E) by 34 tons @ \$350/ton	\$	11,900.00
20. Delete line item B16, Remove and Replace Valve Box Top Section	(\$)	1,200.00)
21. Increase line item B19, Adjust Mainline Valve Box to Finish Grade by 3 each @ \$300/ea	\$	900.00
22. Increase line item B24, Seeding by 7 MSF @ \$250/MSF	\$	1,750.00
23. Increase line item B26, Disposal of Unusable or Surplus Material by 208 CY @ \$8/CY	\$	1,664.00
24. Increase line item B29, Riprap Class I by 61 CY @ \$275/CY	\$	16,775.00
25. Decrease line item B41, Unusable Excavation by 95 CY @ \$20/CY	(\$)	1,900.00)
26. Decrease line item B42, Type II-A Classified Fill & Backfill by 90 ton @ \$17/ton	(\$)	1,530.00)
27. Decrease line item B43, Leveling Course by 1.28 ton @ \$30/ton	(\$)	38.40)
28. Delete line item B50, Detectable Warnings	(\$)	1,170.00)
29. Increase line item B52 Survey Monument Installed in Monument Case by 1 ea @ \$500/ea	\$	500.00
30. Increase line item B53 Adjust Manhole Ring by 1 ea @ \$500/ea	\$	500.00
Total to account 310-1140-58000	\$	109,738.04

Justification:

Egan Drive Beautification

1. Stake Change for Electrical service

\$393.80

The electrical service location was not specified by the engineer after the location moved to the south side of the highway. When the proper offsets were given, the surveyor had to revisit the site and stake the new location.

2. Adjustment of a GCI box at the north east corner of Meals and Egan

\$1,421.55

There was a communication vault in the new plaza and new sidewalk at the north east corner of Meals and Egan. In order to accommodate snow removal and aesthetics, it was in the City's best interest to have this lid adjust to the new grade. This was completed by T&M.

3. Additional excavation at Arch

\$5,222.25

Poor soil conditions were expected at the arch foundations after the contractor found poor soils and a very high water table nearby at the excavation for the electrical service panel. In order to provide a structural sound sub-base for the foundation, the engineer recommended excavating as far as 24" below what was required and installing drain rock and filter fabric. The conditions were not as bad as expected and the north footing required 18" of over excavation and the south side 12". This was completed on a T&M basis.

4. Reinstall a speed limit sign

\$1,064.10

When the light poles were relocated, one pole was in direct conflict with a speed limit sign. The City and State came to a resolution as to where to install the speed limit sign. This was completed by T&M.

5. Extended dewatering at the arch foundations

\$4,979.98

With excessive ground water under the sub-base of the footings, it was advised by the City Inspector to install dewatering at both footings before and during the construction of the footings. The water table was high at this location and could undermine the structural integrity of the arch.

6. Replace topsoil with decorative rock behind mid-block plaza

\$503.67

The plaza near the fish is sitting on very poor draining soil. With mild rains, the area behind the seat walls would flood. With this condition the landscaper could not install plants. In an effort to mitigate the costs of excavating to an unknown depth to remove the poor soils, the City decided to install decorative rock instead. This also allows for an easier installation of a future art sculpture as envisioned by the Beautification Task Force. The City received a credit for the topsoil that was not installed.

7. Hydrant sign removal and replacement

\$527.61

The City requested a new hydrant sign on the north east corner of Hazelet and Egan. This T&M was to remove the old sign and install the new one. It was accomplished before the entire plaza was to be poured so the final surface would have a clean and uniform finish.

8. Removal of a First National Bank light pole

\$1,862.68

The First National Bank had an existing light pole that would be within a few feet of a new light pole. After verification from the engineer that the lighting in the area would be well serviced by the new pole, the bank gave approval to remove their pole. If the pole had been left, it would have been redundant lighting as well as an eye sore. The pole was removed on a T&M basis.

9. Sidewalk Extensions at the NE and SE corners of Meals and Egan

\$7,024.70

The State's project included replacing the corner sidewalks. At the south east corner of Meals and Egan, there was a large vault lid partially blocking where the sidewalk would go. The State stopped short of this lid and ended up doing the same across Egan to "match". Unfortunately this affected both functional and aesthetic aspects for the City. On the north side, the City was going to extend an asphalt bike path to the sidewalk. With the State's contractor already demobilizing the City had to install the missing piece of sidewalk so there wasn't a gap and trip hazard between the two. On the south side, the sidewalk included a curb that wrapped around the City's new plaza. Without this, loaders would easily catch the edge of the plaza when removing snow.

10. Storm Drain Vault Lid Removal, SE corner of Meals and Egan

\$11,162.03

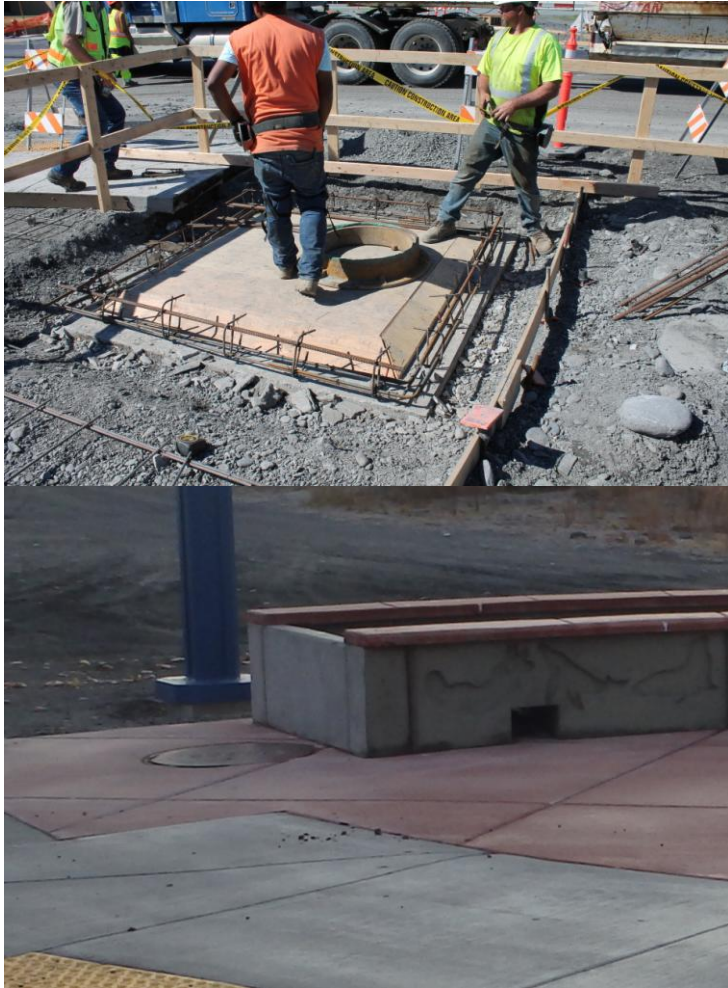
At the south east corner of Meals and Egan, there was a storm drain vault in the plaza that the plans called to remain. This vault lid was about 5'x7', in very poor condition, sloped the wrong direction of the new plaza, and was uneven which would have caused a lip in the new plaza. This would have been a trip hazard and a snow removal obstacle that could end up nicking and damaging the surrounding new plaza.

In order to replace the lid the City had to consider several factors.

- The old lid was very thin and the reinforcing was showing through. The new lid would need to be structurally supportive due to the heavy equipment running over it. A structural lid like this required IBC structural inspection of the shoring, the pour and the curing requirements.
- The new lid could be poured with the rest of plaza thus hiding the lid inside the decorative plaza.
- The safety measures and traffic control devices that would be required while the empty vault is exposed.

Considering the benefits to the public, the snow removal equipment, the longevity of the new plaza, and the aesthetics, the City decided to move forward on a T&M basis to replace the lid. After submission of the T&M paperwork, the City's Inspector was able to reduce the cost further with credits that were due to the City.





11. Deck support and Rosehip Replanting

\$1,328.98

When the light poles were relocated, one was very close to an existing deck and rosehip bush at the NE corner of Chenega and Egan. There wasn't a lot of room the light pole could go, so in order to install the deep pole base, the nearby deck had to be supported. The rosehip bush could have been disposed of, but in the spirit of beautification the City and the nearby property owner wished to replant it. It was relocated and survived the transplant. These two items were complete on a T&M basis.

12. Partial removal of two old concrete bases

\$1,012.09

There were two abandoned concrete sign bases that were from the old gas station at the SW corner of Meals and Egan. These were in the vicinity of the new plaza location. The engineers gave direction to remove just the top portion of the base rather than its entirety. This was completed on a T&M basis

13. Restake the Arch Location

\$1,260.16

The State's repaving project slightly realigned the road. This caused a discrepancy as the City's plans used stationing and offsets from the existing road surface to locate the arch. When the road moved slightly the engineer

Change Order No. 9
Prosser Dagg Construction Company
Project: 2016 City Streets (Egan and Pioneer)
January 31, 2017

required the arch to be centered on the road. This required the surveyor to establish new offsets and locations than what they previously staked prior to the road realignment.

14. Provide additional transformer backfill

\$1,252.99

When the electrical service was moved to the south side of the highway for the arch, the transformer had to be relocated too. However, the south side of the highway is a large ditch so the transformer required some backfill around it to alleviate drainage issues.

15. Removal of Rusty Pole #1

\$1,183.56

There were two rusted poles that were totally dilapidated and within the State's ROW. In an effort to carry on the beautification efforts and with the approval from the State, the pole was removed on a T&M basis. The second pole was completed later and on a separate T&M billing.

16. Removal of Rusty Pole #2

\$672.82

This was the second of the two rusted poles on Egan. In an effort to carry on the beautification efforts and with the approval from the State, the pole was removed on a T&M basis.

17. Relocate junction box at the SW corner of Tatitlek and Egan

\$364.69

A junction box at the south west corner of Tatitlek and Egan was placed by the State in conflict with the location of the new City seatwalls. The engineer approved the contractor to move the J-box to accommodate the seatwall but stay with the ROW.

18. Design change to the SE corner of Tatitlek

\$7,067.14

The State had misgauged the style of ADA ramps at the south east corner of Tatitlek and Egan. Along with the City's design for the seat walls, this did not allow for sufficient ADA clearances. The State had already poured this sidewalk by the time the ADA issue was discovered but the City's seat walls were not. In an effort to find the best engineered solution, the City took it upon itself to try to remedy the problem with a design change to the seat walls. The extra costs incurred involved additional cement, additional dye, replacement of a stop sign, and custom forming.

19. Shortened walls

\$2,041.00

In some areas the seat walls were running into obstructions. It was decided to shorten the walls where necessary instead of moving the obstructions in some scenarios. This required more framing and labor than if the wall would have been continuous to the design's end. The City received a credit for the concrete deleted. The final number is the resulting total as a lump sum proposal.

20. Steel forms and paint for the arch

\$9,149.51

On the arch, the contractor had initiated some changes in an effort to paint all surfaces of the steel. In the original design, the snow guard was 1/4" steel plate. The plate was serving two purposes, to shed the snow and to brace the mountain profile welds for wind loading.

The contractor proposed using light gauge sheet steel instead of the plate so that it could be attached by screws rather than welds. That would allow them to paint all the surfaces to prevent rust staining. However, the engineer rejected this because light gauge sheet steel is neither strong nor rigid enough to brace the mountain profile.

Change Order No. 9
Prosser Dagg Construction Company
Project: 2016 City Streets (Egan and Pioneer)
January 31, 2017

In response, the contractor proposed a combined solution of a series of 1” bars with a continuous sheet steel plate for the snow guard. This was approved by the engineer based on strength and functionality. The end result is a better product as all surfaces are able to be painted.

21. Seat Wall Caps and Joints Design Change

\$25,377.57

The contractor initiated a request to build the caps of the seat walls differently. The engineer accepted the request as it was a stronger, better design. The caps would now be integrated into the structural system of the seat wall as opposed to being poured separately and adhered. Give the potential for damage by skateboarders, snow removal equipment and even snow machines the new design would secure a longevity the original design would not. The City found it a stronger design worth paying for. This came as a lump sum by the contractor.

The engineer recommended adding expansion joints at every 4.5 feet of the seat wall which were not in the original design. This has a cost impact and is included in this lump sum proposal.

22. Materials for precast planters

\$637.25

There was a design change for the precast planters to ensure better drainage and plant growth. This design added drainage rock and fabric. The quote from the contractor to install these materials was rejected it due to the excessive labor costs associated. Instead, the City wanted the materials delivered and the Parks and Recreation department would install them in the spring.

23. Precast Planters not in drawings

\$14,940.40

The images of six precast planters were mistakenly deleted from the bid documents (three planters on two corners). However, two notes still remained pointing to them but not identifying how many to build. Each note said “New Concrete Precast Planters”. Therefore, the plural use of “planters” should indicate at least two per corner. It was agreed that the contractor should be responsible for four planters, and the City would pay for the two remaining.

24. Truck Route Traffic Control

\$2,794.76

Petro Star and Big State Logistics had difficulty maneuvering their trucks through the outlined detour route when the highway was closed for the arch work. A meeting between the Capital Facilities department, the Police Chief, Public Works, and the Assistant City Manager resulted in an approval for a specialized detour route to accommodate the trucks. Their route would be down Pioneer to Tatitlek to Egan. The associated costs are for putting up and taking down the special detour signs every time the highway would be closed.

25. Additional Fill Behind Plazas at Meals and Egan

\$1,265.69

The grade behind the plaza at the south east corner of Meals was uneven and fairly steep. The State requested additional equipment to place material the State owned in this vicinity. There was a noticeable grade brake right at the edge of the plaza so if left unfixed, the new plaza would risk getting broken as the loader ran off of the edge and onto a discontinuous grade. As the State provided the material, the cost above is for the equipment and operator’s time for placing the material.

26. Raise junction box at the SE Corner of Meals and Egan

\$752.73

After filling this area as described above, a junction box for a light pole was buried. As these are best when level with the surrounding surface, the City requested it to be raised. Since this was a result of an Owner-directed change, it was completed on a T&M basis.

Change Order No. 9
Prosser Dagg Construction Company
Project: 2016 City Streets (Egan and Pioneer)
January 31, 2017

27. Aggregate delivery

\$471.14 (Cost to the Egan Beautification Account)
\$1,312.50 (Amount that will be charged to Meyring Park North Upgrades account)
\$1,783.64 Total shown on the billing receipt for this T&M report.

There were left over materials from the project. This included rip rap, drainage rock, leveling course, topsoil. The rip rap and drainage rock the City had already purchased, so only the cost of delivery to the City are billed here. The cost of the leveling course and topsoil are being purchased here.

The topsoil cost of \$1,312.50 (\$1,050 + 25% markup) will be taken from the Meyring Park North Upgrades account (310-5520-58000) as the topsoil was used around the new basketball court. Therefore, only \$471.14 will be charged to Egan.

28. Close the Richardson Highway for the Ribbon Cutting Event

\$1,123.27
The Assistant City Manager and the Mayor requested to hold a “ribbon cutting” ceremony for the project at the new arch. In an effort to allow the public to stand directly under the arch and enjoy the event, the City requested a time and materials fee to close the highway for this event.

29. Decorative Rubber Forms

\$3,000.00
The City wanted to purchase the rubber forms used to make the design of the seat walls along Egan. This would allow the City to recreate the same prints in future decorative concrete work. The estimated contractor’s cost was \$6,000, so a savings of \$3000 to the City’s future concrete design projects.

East Pioneer Drive Reconstruction

1. Repair Water Valve Boxes as requested by the City

\$57,416.37
Water line valves and riser assemblies under East Pioneer Drive had become so filled with dirt and debris they were impossible to turn on or off. It was requested by the Public Works Department to consider replacing the water valves and risers while the road is under construction. Seven water valves were selected for replacement. A lump sum cost proposal was provided by Prosser-Dagg Construction Company in the amount of \$60,000. It was the City’s decision to reject the proposal but complete the work on a time and materials basis.

2. Install insulation between waterline & catch basin

\$684.07
There is a requirement that insulation be installed if the utilities are within so many feet of one another. It was recommended by the engineer to install insulation where these distances required it. This was completed on a time and material basis.

3. Insulated between 8" sewer main & new storm pipe

\$587.12
There is a requirement that insulation be installed if the utilities are within so many feet of one another. It was recommended by the engineer to install insulation where these distances required it. This was completed on a time and material basis.

4. Traffic control flagging requested by COV to remedy traffic concerns at Eagle’s Rest RV Park

\$12,617.24
While the east end of Pioneer was closed to thru traffic, drivers would still try to use Eagle’s Rest RV Park as a thoroughfare to access other businesses. After repeated efforts to stop this by installing more barricades, signage, police cars, etc. it was deemed the most effective way at assuring safety of the RV park customers and construction

Change Order No. 9
Prosser Dagg Construction Company
Project: 2016 City Streets (Egan and Pioneer)
January 31, 2017

workers was to provide a flagger at the entrance to the RV park. Erratic and unlawful driving was greatly reduced and the safety of everyone in the area improved significantly. Flaggers were used as needed based on the contractor's current traffic control plan. They worked 8/9/16 – 8/17/16 and anywhere from 5 – 15 hours/day

5. Business Driveway Widening

\$500.00

When the City requested to widen the driveways on Pioneer, the contractor had already sawcut the pavement limit to be replaced. The contractor agreed on a not-to-exceed price of \$500 to make additional sawcuts for the additional pavement replacement needed. This was completed on a time and materials basis with a price of \$1,111.58, so a savings of \$611.58 to the City.

6. Surveying for new bike path location

\$585.09

After the State repaved the Richardson Highway, they ended up widening and thickening Pioneer as it intersected with the highway. This caused misalignment from the City's engineered plans in relation to the sidewalk and bike path tie in points. The bike path tie in point was abrupt and had a noticeable grade break. The City decided to ease the transition from the sidewalk asphalt extension to the bike path which gives bikers a softer turn. This cost was the surveying that was required.

7. Bike Path build-up South side of Pioneer

\$6,116.81

As stated in Item 6 above, the State's repaving project altered condition at the highway and Pioneer intersection. Additional paving was needed to create a smooth and seamless transition from the sidewalk extension to the bike path. This was completed on a time and materials basis.

8. Low Profile Casting

\$700.00

A sewer manhole on Pioneer had no existing grade rings and stuck up about 4" above the top of the new road surface. The contractor agreed to install a low-profile grade ring and cover for a not to exceed amount of \$700. This was completed on a time and materials basis with a price of \$754.63, so a \$54.63 savings to the City.

9. Additional topsoil

\$8,130.88

There were areas along Pioneer where quality grass was damaged. The contract called for seeding disturbed areas but did not call for topsoil. Without a topsoil base, the seed would have taken away from the surrounding and adjacent grassy lawns. In an effort to restore some beautification to the project, the City requested topsoil be placed in these areas. This was completed on a time and materials basis.

10. Additional road resurfacing to accommodate a trench for overhead utility relocation underground

\$3,570.51

CVEA wanted to move their overhead power lines at Meals Avenue and Pioneer underground for several years. However, to do so by tearing up the road or boring underground was not cost effective. This project provided them that opportunity.

There was a miscommunication as to when the road would be available for CVEA. Therefore, the second option to accommodate a CVEA trench was to add additional road and sidewalk replacement adjacent to the project limits. Although some costs were incurred, the City also benefited from it. Badly damaged sidewalks and curbs were replaced, more new asphalt laid down not to mention the beautification benefit of removing unsightly overhead power lines.

11. Relocate Yield Sign

\$593.69

The yield sign placement was another result of the altered conditions after the State's repaving project. The contractor was given direction in the field by the City and DOWL on the new location of the yield sign. Unfortunately, it was after the yield sign was placed that it was realized the location didn't meet the Standard Specifications for placement. Again, under the City's direction, the contractor was told to relocate the sign per the City Standard Specifications. This second placement was completed on a time and materials basis and the City split the cost with the contractor, 50/50. Half of the total billing of \$1,187.38 results in a cost of \$593.69 to the City.

12. Deliver old manhole castings and miscellaneous items to Public Works

\$439.55

Several items including manhole castings, covers, valve boxes, etc. were removed from the project. Public Works had requested these items, and the cost is for the delivery of these items to their department.

13 – 30. These items represent final unit price adjustments to the Pioneer portion of the project. Most items stem from existing site conditions that were not anticipated by the engineer.

13. Decrease Unusable Excavation. There was less unusable excavation than the engineer had anticipated.

14. Decrease Type II-A. There was less type II-A fill needed than what was anticipated.

15. Increase Leveling Course. There was more leveling course required than what was anticipated.

16, 17. Decrease in 4" sidewalk, Increase in 6" sidewalk. These items are due to a change in driveway widths where the sidewalk thickness under the driveway is thicker than the rest of the sidewalk. When the City wanted to widen the driveways, we had to have more 6" thick sidewalk.

18. Delete Detectable Warnings. The City requested a quote to upgrade the ADA detectable warning tiles at the highway intersection corners to be cast iron. When the contractor provided the proposal, it was not in addition to this line item, but to replace it.

19. Increase A.C. Pavement. On the north side of Pioneer several parking lot areas that matched Pioneer did not provide adequate drainage as the engineer had drawn it. The City replaced additional pavement than originally planned to provide better drainage and slopes in this area.

20. Delete Remove and Replace Valve Box Top Section. The contractor provided a cost to replace all water valve risers and assemblies which was to replace the cost shown here, not in addition to.

21. Increase Adjust Mainline Valve Box. There were 3 more valves than shown on the plans.

22. Increase Seeding. There were more disturbed areas caused by change orders and places that needed topsoil which were not called out in the plans. All of these extra areas needed more seeding than originally bid.

23. Increase Disposal of Unusable or Surplus Material. There was more unusable material than the engineer anticipated.

24. Increase Riprap Class I. The drainage area at the corner of Pioneer and the highway was found to be better used as a settling pond given the poor drainage parameters surrounding it. Additional riprap lining the walls of the area provide an aesthetic appeal seen by bicyclists, pedestrians, and drivers.

25. Decrease Unusable excavation. There was less excavation need at the Meals intersection than the engineer anticipated.

26. Decrease Type II-A. There was less fill needed at the Meals intersection than the engineer anticipated.

27. Decrease Leveling Course. There was less leveling coursed at the Meals intersection than the engineer anticipated.

28. Delete Detectable Warnings. The City requested a quote to upgrade the ADA detectable warning tiles at the Meals intersection corners to be cast iron. When the contractor provided the proposal, it was not in addition to this line item, but to replace it.

29. Increase Survey Monument Installation. There was one more survey monument than the engineer called out.

30. Increase Adjust Manhole Ring. There was one more manhole in the Meals intersection than the engineer called out.

Change Order No. 9
Prosser Dagg Construction Company
Project: 2016 City Streets (Egan and Pioneer)
January 31, 2017

Not valid until signed by both the Mayor and City Clerk. Signature of Contractor indicates his agreement herewith, including any adjustment in **CONTRACT** sum or **CONTRACT** time.

The original CONTRACT sum was	\$	<u>4,584,686.00</u>
Change by previously authorized Change Order(s).....	\$	<u>151,065.47</u>
The CONTRACT sum prior to this Change Order was	\$	<u>4,735,751.47</u>
The CONTRACT sum will be <i>increased</i> by this Change Order.....	\$	<u>219,648.11</u>
New CONTRACT sum including this Change Order will be	\$	<u>4,955,399.58</u>

CONTRACT time will be increased by 56 calendar days. The date of Substantial Completion as of the date of this Change Order therefore is December 16, 2016.

CONTRACTOR

By: _____

Date: _____

CORPORATE SEAL

Attest: _____
Corporate Secretary

**AUTHORIZED BY:
CITY OF VALDEZ**

By: _____
Mayor

Attest: _____
City Clerk

Date: _____

RECOMMENDED

By: _____
City Manager

Date: _____

By: _____
Capital Facilities Director

Date: _____