

CONTRACT CHANGE ORDER NO. 3

3474

AIRPORT: Newport Municipal Airport
LOCATION: Newport, Oregon
PROJECT NAME: Storm Pipe Rehabilitation and Outfall F Erosion and Slope Repair
PROJECT NO: AIP #3-41-0040-027-2020
CONTRACTOR: Michels Corporation
DATE: 5/30/2023

You are requested to perform the following described work upon receipt of an approved copy of this document or as described by the Engineer.

Bid Item #	Description	Unit	Unit Price	Quantity	Amount
CO3-1	Winterization	LS	\$ 152,220.00	1	\$ 152,220.00
CO3-2	Installation of Flexible Joint Seals	LS	\$ 722,684.00	1	\$ 722,684.00
					\$ -
This Change Order Total					\$ 874,904.00
Previous Change Order(s) Total					\$ (625,924.00)
Original Contract Amount					\$1,668,787.00
Revised Contract Total					\$ 1,917,767.00

The time provided for substantial completion of the contract was increased by an additional 5 calendar days over and above the original contract day count via Change Order #1. No additional days were required to complete Change Order #2 work. An additional 45 calendar days are provided to complete Change Order #3 work.

ORIGINAL CONTRACT COMPLETION DATE: September 14, 2021


REVISED CONTRACT COMPLETION DATE: September 30, 2023

Authorization: We hereby accept the proposal as set forth in Contract Change Order #3 and hereby authorize the contractor to proceed accordingly

This document shall become an amendment to the contract and all provisions of the contract will apply.

Recommended by:  Date: 5/30/2023
 Engineer

Approved by:  Date: 6/21/23
 Owner

Accepted by:  Date: 5/31/23
 Contractor

Concurred by: N/A Date: N/A
 State Aeronautics (if applicable)

Approved by: _____ Date: _____
 Federal Aviation Administration

NOTE: Change Orders and Supplemental Agreements require FAA approval prior to construction, otherwise no Federal participation can be granted. State Aeronautics' concurrence is required when state participation is anticipated.

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(Continued)**

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JUSTIFICATION FOR CHANGE

1. Brief description of the proposed contract change(s) and location(s).

Bid Item CO3-1 - The installation of the flexible joint seals on the southern pipe will be required to occur in the summer of 2023. The costs associated with this change, including winterization of the project area in order to leave the project area in a safe and usable state. It includes cost for the contractor to remobilize personnel and equipment and set up bypass/diversion of the pipe to isolate the work area. Due to limited available funding, the northern pipe will require flexible seals to be installed under a future AIP project.

Bid Item CO3-2 - The work includes cleaning, CCTV, and installing flexible seals on each joint for the southern pipe that helps convey Grant Creek under the airport.

2. Reason(s) for the change(s).

Bid Item CO3-1 - During initial construction, it was found that the pipes were moving that would not allow successful installation of the geopolymer material as originally intended. It suspected that there are voids adjacent to each pipe that is allowing the movement to occur. Since the geopolymer application acts as a rigid liner, it was determined that the installation would not be successful due to the pipe movement. Work on the pipe is only allowed during the in-water work window as approved by the Oregon Department of Fish and Wildlife (typically July 1 to September 15). Installation of the flexible seals could not be completed the same year as initial construction and requires the contractor to complete the work in a subsequent year.

Bid Item CO3-2 - Installation of flexible seals will allow movement of the pipe while preventing additional infiltration and pipe bedding loss. The loss of soil adjacent the pipe is a concern as sinkholes can develop over time that may impact airfield operations if not addressed. Application of the flexible seals is a time consuming process as the joints are approximately 4' apart for a total pipe length of approximately 1,350'.

3. Justifications for unit price or total cost.

A cost analysis was performed for bid items associated with Change Order #3 consistent with guidance provided in the AIP Handbook. The cost analysis was performed using techniques described 49 CFR § 18.36(f).

4. The sponsor's share of this cost is available from:

N/A, project is 100% FAA funded. If required, City funds will be used.

5. If this is a supplemental agreement involving more than \$2,000, is the cost estimate based on the latest wage rate decision?

- Yes
- No
- Not Applicable

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6. *Has consent of surety been obtained?*

- Yes
- No
- Not Necessary

7. *Will this change affect the insurance coverage?*

- Yes
- No

8. *If yes, will the policies be extended?*

- Yes
- No

9. *Has this Change Order been discussed with FAA officials?*

- Yes When: February 2022
- No With Whom: Mary Vargas, Seattle ADO

Comments:

