

NF  
Airport

APPROVED NOV. 7, 2002 ITEM #27  
DOUGLAS COUNTY COMMISSIONERS

FILED

NOV 2002.297

NOV 19 12:17

**WORK CHANGE DIRECTIVE  
(Change Order)**

No. 4

PROJECT: Minden-Tahoe Airport, AIP No. 3-32-0013-10 and -11

BY [Signature]

DATE OF ISSUANCE: October 23, 2002 EFFECTIVE DATE: N/A

OWNER: Douglas County, Nevada

OWNER's Contract No. DO-2002-155, Bid No. 03-12

CONTRACTOR: Frehner Construction ENGINEER: Shutt Moen Associates

The following change(s), as described below, are hereby made to the project Plans and Specifications:

Alternative Revegetation. This change provides for deleting Item 27, Revegetation; a substitute seed mix and an alternate method to be used for revegetation of designated areas; reducing the quantity of revegetation; and alternative method of erosion control in unpaved, non-revegetated areas. The revised seed mix shall be applied to approximately 10-acres by hydroseeding in one application versus drill seeding. Hydroseeding shall be measured and paid for at the negotiated unit price of \$1,190.00 per acre. Payment shall be made under a new contract item, Item CO4-a.

The alternative method for erosion control shall consist of applying fiber mulch at 500 lbs. per acre and organic tackifier at 120 lbs. per acre to approximately 25 acres. Erosion control shall be measured and paid for at the negotiated unit price of \$510.00 per acre. Payment shall be made under a new contract item, Item CO4-b.

Reason for Change: Reduction in overall contract price to help offset cost overruns due to extra work or changes in site conditions. This change results in a net decrease in the contract of \$62,230.00.

Substitute AC Mix. This change provides for accepting the Contractor's value-engineering proposal to use Type II, AC-20, in lieu of Type II, AC-20P for the asphalt concrete mix used for the bottom lift of the Access Road and in lieu of Type III, AC-20P, used for the Sailplane Staging Area. The Type II, AC-20 mix used for paving the bottom lift of the Access Road (approximately 2,675 tons) shall be paid for at the revised unit price of \$37.00 per ton. Payment shall be made under a new contract item, Item CO4-c, Access Road Type II, AC-20. The Type II, AC-20 mix used for paving the Sailplane Staging Area (approximately 2,150 tons) shall be paid for at the revised unit price of \$36.40 per ton. Payment shall be made under a new contract item, Item CO4-d, Sailplane Type II, AC-20.

Reason for Change: Reduction in overall contract price to help offset cost overruns due to extra work or changes in site conditions. This change results in a net decrease in the contract of approximately \$6,115.00.

0558442

BK1102PG08318

EXHIBIT  
#27 AIRPORT  
For Identification Only  
Filed 11/07/02  
By [Signature]  
Deputy

Delete Solidified Soil Pavement. This change provides for deleting Item 17 and substituting Type II, AC-20 asphalt concrete paving. This alternative Sailplane Staging Area paving (approximately 1,690 tons) shall be measured and paid for at the revised unit price of \$36.40 per ton. Payment shall be made under a new contract item, Item CO4-d, Sailplane Type II, AC-20.

Reason for Change: Reduction in overall contract price to help offset cost overruns due to extra work or changes in site conditions. This change results in a net decrease in the contract of approximately \$4,109.00.

Modified Major Crack Repair. This change provides for modifying the method of major crack repair. Major Crack repair on Runway 16-34 shall be accomplished by full-depth pavement patch versus the 2-inch deep notch called for in the contract documents. This work requires specialized equipment, which shall be paid for at the negotiated lump sum price of \$1,500.00. Payment shall be made under a new contract item, Item CO4-e.

Reason for Change: This change provides for a better major crack repair than originally specified. This change results in an increase in the contract of \$1,500.00

Asphalt Paving Lot Pay Factors. This item provides for contract price adjustments resulting from PWL calculations for each P-401 AC paving lot in accordance with Division V, Section 8-8.1, and Appendix A. A summary of PWL and pay factor calculations on a lot-by-lot basis are presented in the attached tabulation. The net result of the AC Lot adjustments effects no change to the contract.

Reason for Change: Compliance with project specifications. This change results in no adjustment in the contract amount.

CHANGE IN CONTRACT PRICE:	CHANGE IN CONTRACT TIMES:
Original Contract Price  \$ <u>2,086,697.50</u>	Original Contract Times Substantial Completion: <u>80</u> Ready for final payment: <u>90</u> days
Net changes from previous Change Orders No. <u>1</u> \$168,142.50 No. <u>2</u> \$ 37,500.00 No. <u>3</u> \$325,749.00 Cumulative: \$531,391.50	Net change from previous Change Orders NO. <u>1</u> to No. <u>3</u>  <u>32</u> days
Contract Price prior to this Change Order  \$ <u>2,618,089.00</u>	Contract Times prior to this Change Order Substantial Completion: <u>112</u> Ready for final payment: <u>122</u> days or dates
Net <u>Decrease</u> of this Change Order  \$ <u>70,954.00</u>	Net Increase (decrease) of this Change Order  <u>0</u> days
Contract Price with all approved Change Orders  \$ <u>2,547,135.00</u>	Contract Times with all approved Change Orders Substantial Completion: <u>112</u> Ready for final payment: <u>122</u> days or dates

RECOMMENDED:

By: [Signature]  
Engineer (Authorized Signature)

Date: 10/23/02

APPROVED:

By: [Signature]  
Owner (Authorized Signature)

Date: 11-15-02

ACCEPTED:

By: [Signature]  
Contractor (Authorized Signature)

Date: 10/29/02

<b>APPROVED</b> Subject to the availability of Federal funds and limitations of Grant Agreement	
Federal Aviation Administration Airports District Office Burlingame, California	
By: _____	Date: _____

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Minden-Tahoel Airport

AIP-10 & 11

AC Paving Pay Factor Summary

October, 2002

Date	Lot Number	Tonnage	Unit Price	Air Voids Pay Factor	Mat Density Pay Factor	Adjusted Pay Factor	Increase/ (Decrease)	Notes	
21-Sep-02	Test Strip	577.50 Tons	\$40.00	0.06	0.06	0.06	\$ 1,386.00		
25-Sep-02	1	1,599.90 Tons	\$40.00	-0.19	0.06	-0.0114	\$ (729.55)		
26-Sep-02	2	1,380.00 Tons	\$40.00	0.06	0.06	0.06	\$ 3,312.00		
27-Sep-02	3	1,590.00 Tons	\$40.00	0.06	-0.07	-0.0042	\$ (267.12)		
4-Oct-02	4	1,355.00 Tons	\$40.00	0.06	0.06	0.0036	\$ 195.12		
<b>Total in place Quantity of AC</b>		<b>6,502.40 Tons</b>							
*Theoretical Bonus for Paving								\$ 3,896.45	* See Footnote

\* In accordance with project specifications, total payment for asphalt concrete shall not exceed 100%, therefore no bonus payment is due

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BK 1102 PG08321

Project Name: Minden Tahoe Airport  
 AIP # 3-32-0013-10&11

Date: 10/10/02  
 Kleinfelder No: 17058.03

SUMMARY OF BITUMINOUS PAVEMENT PAY FACTOR CALCULATIONS  
 AIR VOIDS

Lot No. (Tons)	Sublot No.	Air Voids Lab %	Standard Deviation Sn	Qu= U-X Sn	Ql= X-L Sn	PWL= Pu + Pl - 100	Pay Factor %	
Test Strip 1 9/21/01 (577.5)	1	4.20		<u>5.00-4.23</u>	<u>4.23-2.00</u>	100+100-100	106	
	2	4.55		0.3109	0.3109			
	3	3.93						
	Ave:	4.23	0.3109	2.4877	7.1629			100
Lot 1 9/25/02 (1599.9)	1	1.95		<u>5.00-2.25</u>	<u>2.25-2.00</u>	100+66-100	81	
	2	1.81		0.5217	0.5217			
	3	2.98						
	4	2.25						
	Ave:	2.25	0.5217	5.2761	0.4744			66
Lot 2 9/26/02 (1380.0)	1	2.88		<u>5.00-3.04</u>	<u>3.04-2.00</u>	100+100-100	106	
	2	3.05		0.3028	0.3028			
	3	2.77						
	4	3.46						
	Ave:	3.04	0.3028	6.4737	3.4350			100
Lot 3 9/27/02 (1590.0)	1	3.40		<u>5.00-3.45</u>	<u>3.45-2.00</u>	100+100-100	106	
	2	3.10		0.2887	0.2887			
	3	3.50						
	4	3.80						
	Ave:	3.45	0.2887	5.3694	5.0229			100
Lot 4 10/8/02 (1355.0)	1	2.96		<u>5.00-2.69</u>	<u>2.69-2.00</u>	100+100-100	106	
	2	2.84		0.2522	0.2522			
	3	2.42						
	4	2.54						
	Ave:	2.69	0.2522	9.1597	2.7360			100

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BK1102PG08322

Project Name: Minden-Tahoe Airport  
 AIP # 3-32-0013-10&11

Date: 9/28/02  
 Kleinfelder No: 17058.03

SUMMARY OF BITUMINOUS PAVEMENT PAY FACTOR CALCULATIONS  
 MAT DENSITY

Lot No. (Tons)	Sublot No.	Density		Pavement Compaction %	Standard Deviation Sn	QI= X-L Sn	PWL	Pay Factor %
		Lab pcf	Core pcf					
Test Strip 1 09/21/02 (577.5)	1	143.21	138.00	96.4	0.5035	96.9-96.3	100	106
	2	143.21	139.00	97.1		0.5035		
	3	143.21	139.40	97.3				
	Ave:	143.21	138.80	96.9				
Lot 1 09/25/02 (1599.9)	1	144.67	141.17	97.6	0.7092	97.3-96.3	97	106
	2	144.67	141.93	98.1		0.7092		
	3	144.67	140.47	97.1				
	4	144.67	139.52	96.4				
	Ave:	144.67	140.77	97.3				
Lot 2 09/26/02 (1380.0)	1	144.15	139.85	97.0	0.3718	97.0-96.3	100	106
	2	144.15	140.44	97.4		0.3718		
	3	144.15	139.84	97.0				
	4	144.15	139.13	96.5				
	Ave:	144.15	139.82	97.0				
Lot 3 09/27/02 (1590.0)	1	144.13	138.93	96.4	0.3051	96.5-96.3	75	93
	2	144.13	138.96	96.4		0.3051		
	3	144.13	139.77	97.0				
	4	144.13	138.81	96.3				
	Ave:	144.13	139.12	96.5				
Lot 4 10/08/02 (1355.0)	1	144.32	140.06	97.0	0.5859	97.5-96.3	100	106
	2	144.32	140.00	97.0		0.5859		
	3	144.32	141.80	98.3				
	4	144.32	140.89	97.6				
	Ave:	144.32	140.69	97.5				

REQUESTED BY  
**DOUGLAS COUNTY**  
 IN OFFICIAL RECORDS OF  
 DOUGLAS CO., NEVADA

2002 NOV 20 AM 11:42

LINDA SLATER  
 RECORDER

\$ PAID *KJ* DEPUTY

**CERTIFIED COPY**

The document to which this certificate is attached is a full, true and correct copy of the original on file and on record in my office.

DATE: November 19, 2002  
 B. Reed Clerk of the 9th Judicial District Court  
 of the State of Nevada, in and for the County of Douglas.  
 By *Chris Muller* Deputy

**SEAL**

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BK 1102 PG 08323